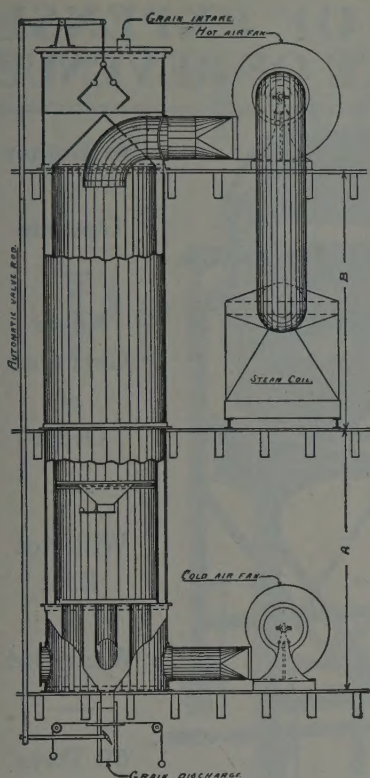




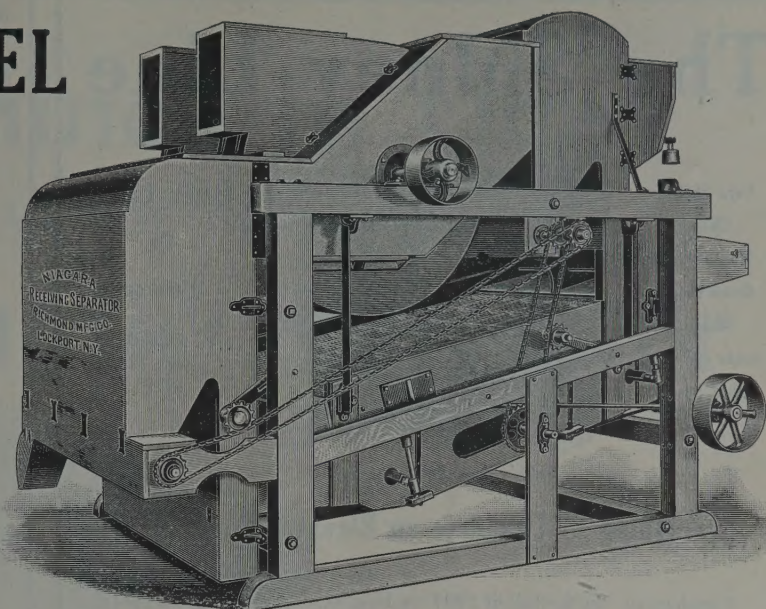
McDANIEL GRAIN DRIER

Will remove from grain any percentage of moisture desired. Hot or cold air or both can be used.

Built for any capacity.

Guaranteed satisfaction.

Hundreds in daily use.



NIAGARA RECEIVING SEPARATOR

Especially adapted for cleaning all kinds of grain. Steel sieves. Deep ring oiling boxes. Cleaners that keep the sieves clean at all times.

Built of steel, wood, or wood covered with steel, in capacities from 30 to 4000 bushels per hour.

Write Us

RICHMOND MANUFACTURING CO., Established 1863 **Lockport, N. Y.**

EVERY GRAIN DEALER

Should read the following news item

which appeared in the National Hay and Grain Reporter of Dec. 3rd, 1910.

Illinois Association

The Board of Railroad and Warehouse Commissioners by unanimous action on the 10th day of November, 1910, amended Rule No. 5 as to the grading of No. 3 corn to read as follows:

"The following maximum limits shall approximately govern all inspection and grading of corn.

"Provided that in no instance shall the variation exceed one-quarter of 19. and further.

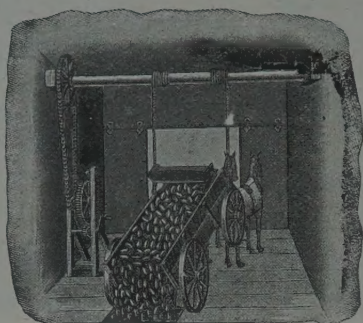
"Provided that said variation allowed under such amendment to the rule, applies to the grading of No. 3 Corn."

Have received the above from Hon. Orville F. Berry, chairman of the Railroad and Warehouse Commission, as the result of the several hearings which have been had before the commission, as to the moisture test of corn. The trade will welcome the allowed variation for the reason that corn which last year tested 19.1, 19.2 was graded No. 4, and discounted 3 to 5 cents per bushel, when in reality, and all sense and right, it was worth every bit as much as corn bearing 19% moisture. The country shippers asked a variation of one-half per cent, but are delighted with the change allowed by the commission. Mr. Gardiner B. Van Ness was the only member of the Chicago Board of Trade who had a word to say favorable to the country shipper, and he favored some elasticity to the rule.—S. W. Strong, Sec'y, Urbana, Ill.

If you want a Commission Merchant who truly represents you why not write to Gardiner B. Van Ness, the one mentioned above?

The Sidney Line

Corn Shellers
Cleaners
Wagon Dumps
Green Feeders
Manlifts
Heads and Boots
Steel Spouts



Smith's Wood Roller Wagon Dump

Everything
in
Power
Transmis-
sion

Everything to Complete an Elevator Equipment

Groveport, Ohio, Jan. 3, 1910

Gentlemen:—In the fall of 1907 we bought of your company the following machinery: 7 M. O. Chain Drag Feeders, 6 Wood Roller Overhead Wagon Dumps and 1 No. 2 L. H. Over Discharge Sidney Fan Corn Sheller. We have used this machinery for two seasons and it has given entire satisfaction.

Before installing this machinery, we used the drag belt and the old fashion rail dump, and they were both a source of annoyance and were frequently giving us trouble. We have used several different makes of corn shellers, but we have never used one that has given us as little trouble as the Sidney.

Very truly yours,

BAUM & HERR

MANUFACTURED BY

The Philip Smith Mfg. Co., Sidney, O.

A Stock of Machinery and Supplies at Enterprise, Kans.

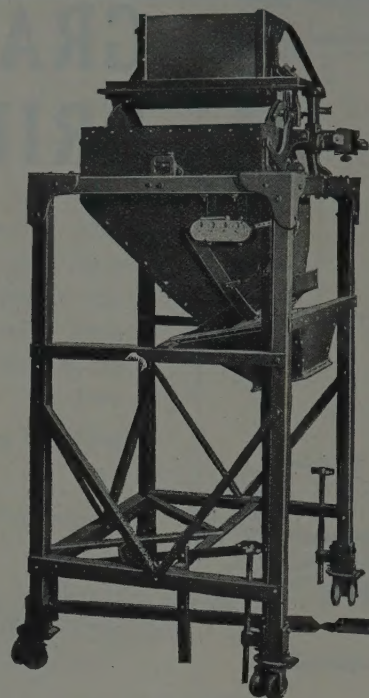
NOT A BILL OF EXPENSE BUT A SOURCE OF REVENUE

Enables
Shippers
to
Collect
Claims

Requires
No
Repairs

Occupies
Small
Space

Most
Economical
to
Install



PORTABLE BAGGER

Write for Catalog.

No Bother
to
Operate

Never
Gets Out
of
Order

Will Not
Rust
or
Wear Out

60 Days'
Trial

National Automatic Scale Co.

Bloomington, Illinois



The
"NEW ERA"
Manlift

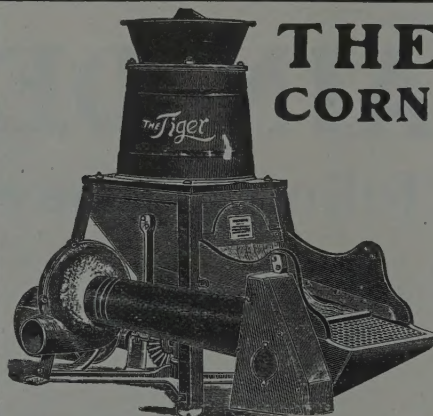
is the
**EASIEST RUNNING
SAFEST
BEST**

We make Hand Elevators and
Dumbwaiters of all kinds.

Write today.

Sidney Elevator Mfg. Co.

SIDNEY, OHIO.



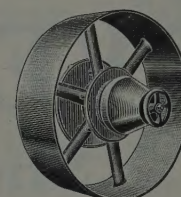
**THE TIGER
CORN SHELLER**

and Cleaner has proved itself the best
on earth. Will shell and clean wet,
damp or green corn.

No Clogging No Choking

Runs at slow speed and consumes
small power. Adapted to any kind or
amount of work within capacity of
machine. Built in several styles and
sizes, with and without suction fan
and also to blow out the dust.
If interested, write for circular.

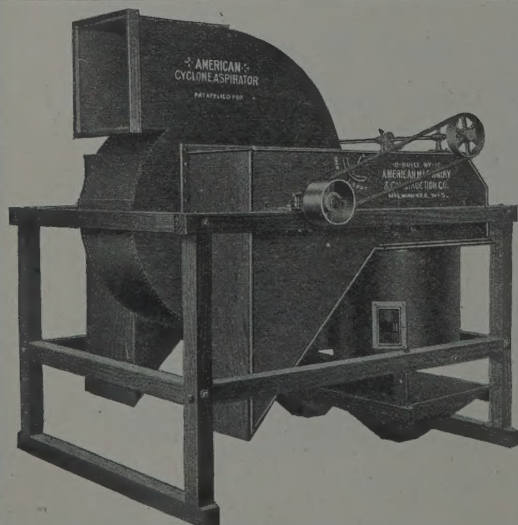
Manufactured by the
CITY IRON WORKS
GRAND LEDGE, MICH.



**The Havana Double Grip
Friction Clutch Pulley**

For Gas or Gasoline Engines. Simple, Safe and Strong
Our References—Our Customers.

HAVANA MANUFACTURING CO.
Dept. D. Havana, Ill.



You Positively Can

Raise the quality of your grain. Just think what it means to you to sell your grain one grade higher than you bought it for. Take the difference in the price between the two grades and multiply it by the number of bushels you handled last year. How many times over would that have paid for the installation in your elevator of an **American Pneumatic Grain Cleaner?** Install one of these machines and INCREASE YOUR PROFITS.

Write us NOW for detailed information relative to the above.

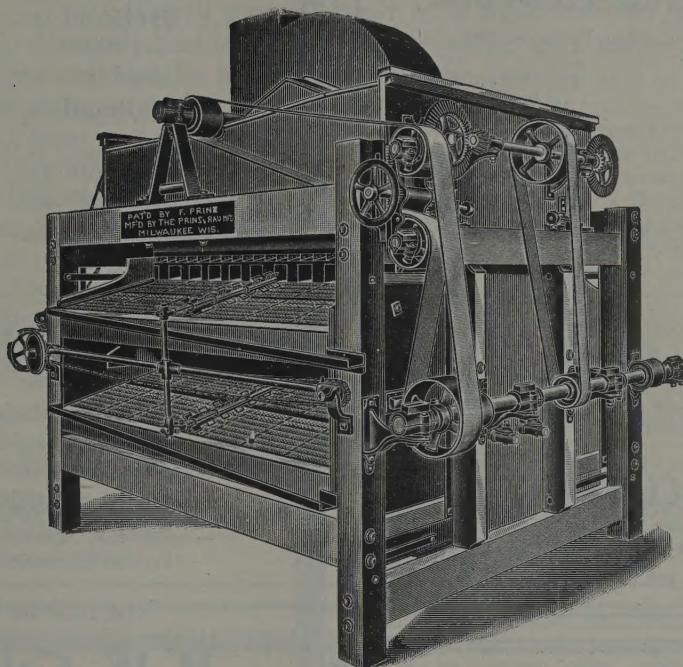
American Machinery & Construction Co.

MILWAUKEE, WISCONSIN

Two Machines In One

THAT IS WHAT YOU GET IN A

Prinz Automatic Separator



TWO GRADES OF GRAIN CAN BE TREATED
INDEPENDENTLY AND AT THE SAME TIME

Perfect Cleaning===Durability===Ease of Regulation

The screens are of sheet steel, with seed screen at head of each sieve—built to stand hard usage.

Automatic gate, spreading grain entire width of each sieve—no lost surface.

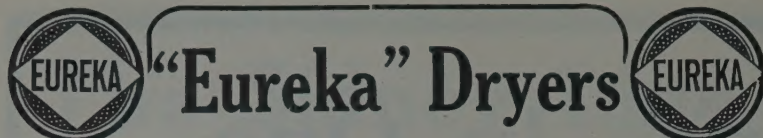
Patented automatic traveling sieve cleaner—the first and best of its kind.

Compact design, occupying minimum space per bushel capacity.

Write for further information

THE PRINZ & RAU MFG. CO.
MILWAUKEE, WIS.

Represented by A. H. Kirk, 1-A Chamber of Commerce, Minneapolis, Minn.; F. E. Lehman, 124 Board of Trade, Kansas City, Mo.;
C. H. Near, 757 Ellicott Square, Buffalo, N. Y.; M. D. Beardslee, 106 Piquette Ave., Detroit, Mich.
European Representatives, Ingenieur Bureau "Zwijndrecht," Prins Mauritsplein, La, The Hague, Holland.



IN EVERY CASE EXCEED THE CAPACITY GUARANTEED

Consequently a user can handle corn containing any amount of moisture, without reducing the capacity.

READ WHAT A USER SAYS, AFTER ONE SEASON'S WORK:

Piqua, Ohio, February 26th, 1910.

The S. Howes Company,
Silver Creek, N. Y.

Gentlemen:—We used the Corn Dryer on about thirty cars last Fall and found that you had more than exceeded your guarantee. We have no figures to give you as we had no Moisture Tester, but we dried 160 bushels of Green Corn per hour, with 30 pounds of steam, and put it in condition for carrying four weeks to New England.

Our broker said we had the best corn that had arrived in that section. We would not be without the Dryer at any cost.

Very truly,
C. N. ADLARD.

"Eureka" Dryers are guaranteed to give Perfect Satisfaction
Investigate Them

THE S. HOWES COMPANY

"Eureka Works," Silver Creek, N. Y.

ESTABLISHED 1856



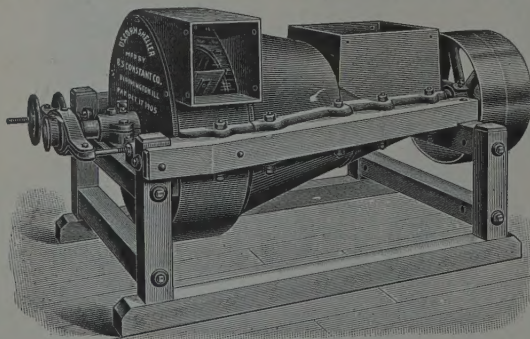
The CONSTANT MAN LIFT

IS ALWAYS READY TO SERVE YOU

It is a pleasure to go to the cupola as the Ball Bearings make it the easiest operated Manlift on the market. The Safety Catch makes it safe. It is quickly adjusted for different weight men and, best of all, the Fire Insurance Company write us they will give users a credit on rates. State distance between floors and receive our Net Price.

The U. S. FAN DISCHARGE CORN SHELLER

has exclusive features which makes it the best of its kind.



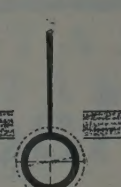
For instance the QUICK REPAIR advantage makes it worth more money to you on a busy day than you realize. Only 30 minutes, or less, to renew a shell or other casting. Lock wheel Adjustment on all our Shellers. Takes up less space, is positive and can be operated while Sheller is full of corn and running.

NO MORE SUPERFLUOUS CRACKED CORN.

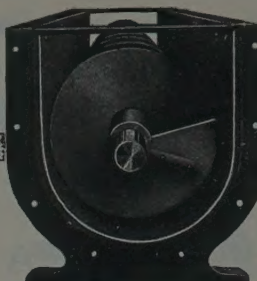
Send us your specifications for lump price.

B. S. CONSTANT CO., Bloomington, Ill.

Traveling Representative: N. A. GRABILL, Anderson, Ind.



Section of
Old Style Flight



Section of
Helicoid Flight

HELICOID

Helicoid conveyor has a stronger flight and a heavier pipe than the same diameter of old style conveyor, and

Helicoid flight and pipe are put together so they support and strengthen each other.

Helicoid flight has a shovel edge. Other has blunt edge.

Helicoid flight is one continuous strip of metal end to end of pipe. Other is short sections lapped and riveted together every turn or half turn around the pipe.

Helicoid is a smooth, nicely-balanced spiral, and has no joints to wear out and open up.

Helicoid requires fewer repairs, and less power to drive it.

Helicoid costs no more than inferior kinds of conveyor; it's all-round satisfaction at the same price.

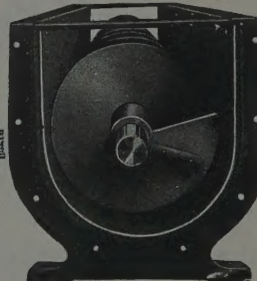
Catalog
34

Ask about our Steel Conveyor Boxes, too.

H. W. Caldwell & Son Co.
17th St. and Western Ave., Chicago

BRANCH OFFICE

New York:
Fulton Bldg. Hudson
Terminal,
50 Church St.

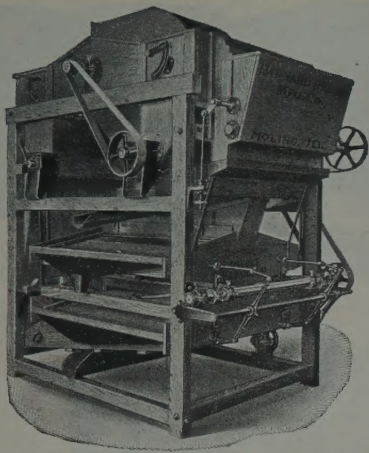


ELWOOD'S GRAIN TABLES

Show the value of any number of bushels or pounds of
WHEAT, RYE, OATS, CORN OR BARLEY
at any given price from 10 cents to \$2.00 per bushel.
One of the most useful books ever offered to millers.
Indorsed by prominent millers and grain dealers.
Bound in cloth, 200 pages. Mailed on receipt of price.

\$1.25

Mitchell Bros. & Co., 315 Dearborn Street, Chicago, Illinois



Start The New Year Right

Throw out your old cleaning outfit and get one that will enable you to compete with your up-to-date neighbor.

Barnard's Double Separator has all the latest improvements.

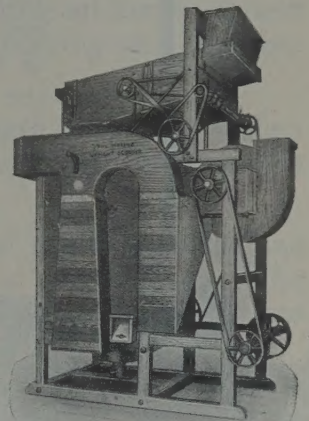
It has self-oiling bearings and eccentric boxes, two kinds of sieve motion, a sieve cleaning device that works underneath the sieves, the latest in feeders and air chambers and many other features not mentioned.

The Moline Upright Oat Clipper is a great power saver.

It will pay for itself in a short time in power saved, besides doing better work and more of it than other machines of its class. It can be used simply as a scalper or as a scalper and clipper because of its by-pass spout.

Let us send you our latest circular on the above machines.

We also make Feed Mills of all kinds with ball bearings or standard bearings, a complete line of Separators, Scourers and Aspirators, Grain Dryers of all capacities, and Cereal Mill Outfits.



Barnard & Leas Mfg. Co.

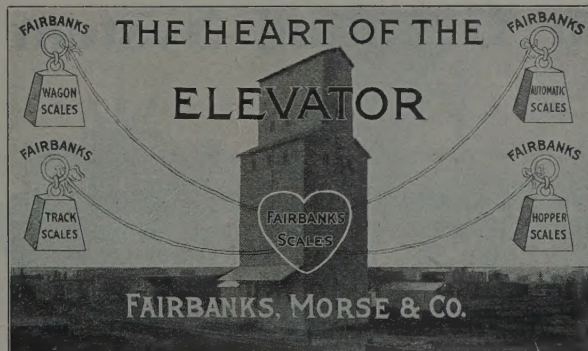
Mill Builders and Mill Furnishers

MOLINE, ILLINOIS

SPECIAL SALES AGENTS

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M. M. SNIDER, 1533 East Walnut Street, Des Moines, Iowa
W. S. BRASHEAR, 421 East Pine Street, Springfield, Mo.
WM. EBERT, 2028 Midland Avenue, Louisville, Ky.

C. B. DONALDSON, 568 Oak Street, Columbus, Ohio
H. J. CREAGOR, P. O. Box 1595, Salt Lake, Utah
U. C. DARBY, Williamsport Md.
WILLFORD MFG. CO., Minneapolis, Minn.
W. G. CLARK, 701 Fisher Bldg. Chicago, Ill.



We have 20 Scale warehouses to save you Time, Freight and Trouble.

Send for Catalog No. 544SK.

Fairbanks, Morse & Co.

Chicago, Ill.
Cincinnati, Ohio
Cleveland, Ohio
Louisville, Ky.
Detroit, Mich.
St. Louis, Mo.

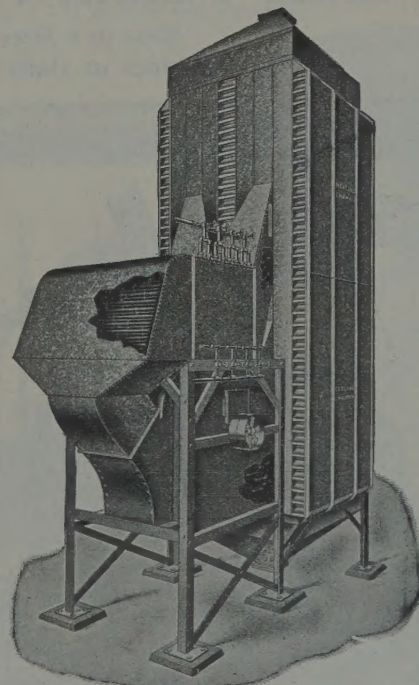
Kansas City, Mo.
Omaha, Neb.
Minneapolis, Minn.
St. Paul, Minn.
Salt Lake City, Utah
Spokane, Wash.
Indianapolis, Ind.

Denver, Colo.
Los Angeles, Cal.
San Francisco, Cal.
Bakersfield, Cal.
Santa Maria, Cal.
Portland, Oregon
Seattle, Wash.

HESS=DRIED

IS

Best Dried



HESS GRAIN DRIERS are used everywhere, by Grain Handlers, large and small.

We make small sizes for country elevators and large ones for terminal elevators; eight regular sizes in all.

No. 3 Ideal HESS Drier and Cooler.

The Car-load a Day size.

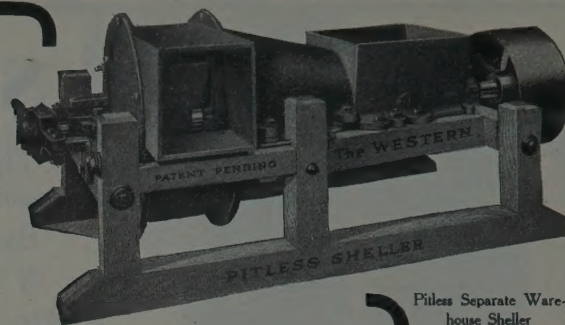
Send for Booklet.

Hess Warming and Ventilating Co.

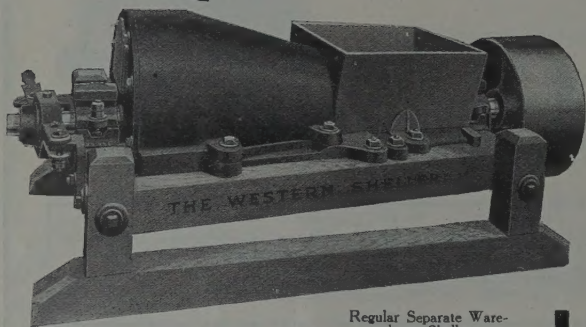
910 Tacoma Bldg., CHICAGO.

"WESTERN"

Separate Warehouse Shellers meet every demand, and do perfect work. For this reason, you will find more of them than all others in elevators; a high testimonial to their worth. They are equipped with full-turn solid conveyor feeds; shelling parts treated to our special chilling process, making them harder than steel; wide, flaring hoppers; frames of seasoned hard wood. When you buy a "WESTERN," you insure the best of results; a machine with which all others are compared; the pioneer backed by over forty years of success.



Pitless Separate Warehouse Sheller



Regular Separate Warehouse Sheller

Union Iron Works

Sole Manufacturers

Decatur

Illinois

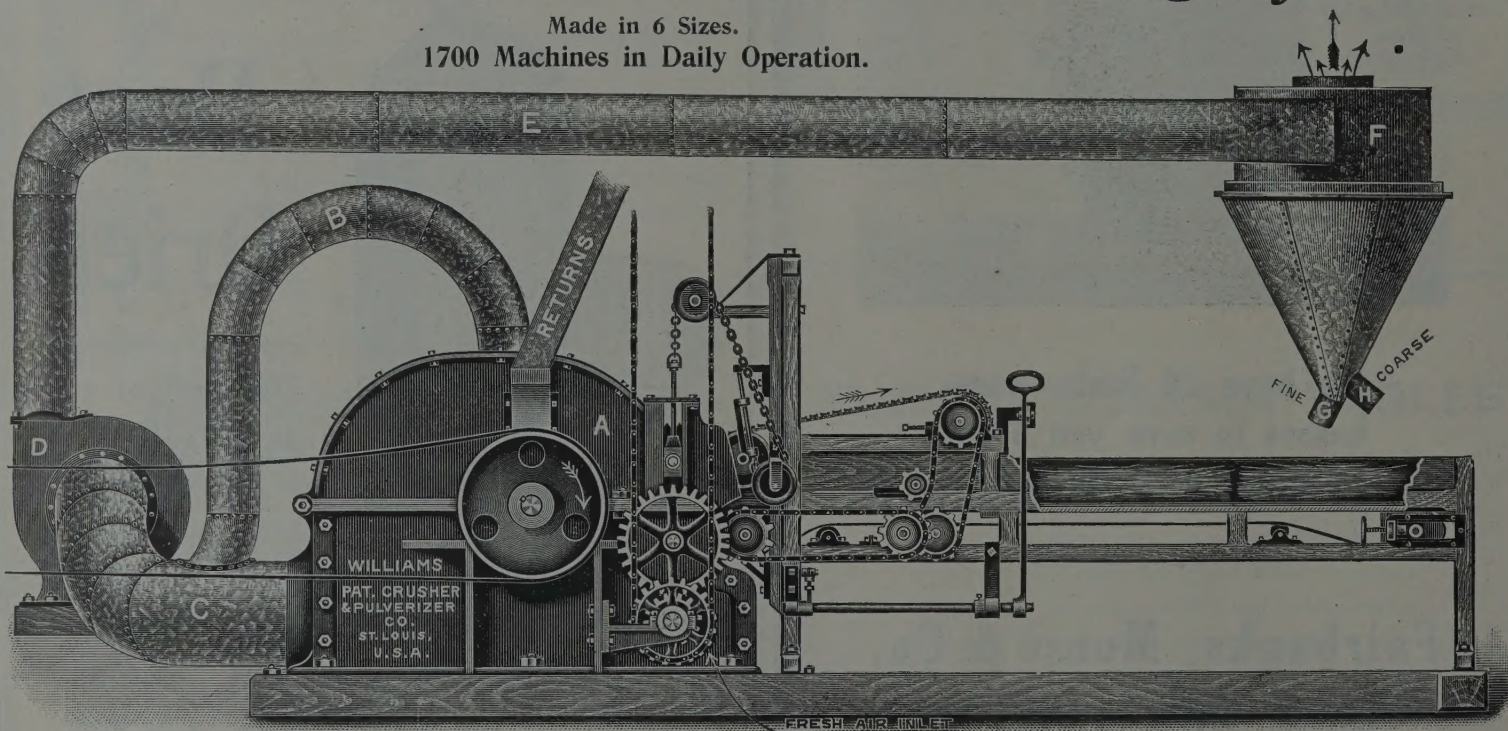
Complete stock at Kansas City,
Missouri

SCRAP that troublesome Alfalfa Grinder and put in the WILLIAMS SYSTEM—Make Some Money for your Stockholders—GET RESULTS. You can only get such results from

The Williams Patent Alfalfa Grinding System

Made in 6 Sizes.

1700 Machines in Daily Operation.



We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

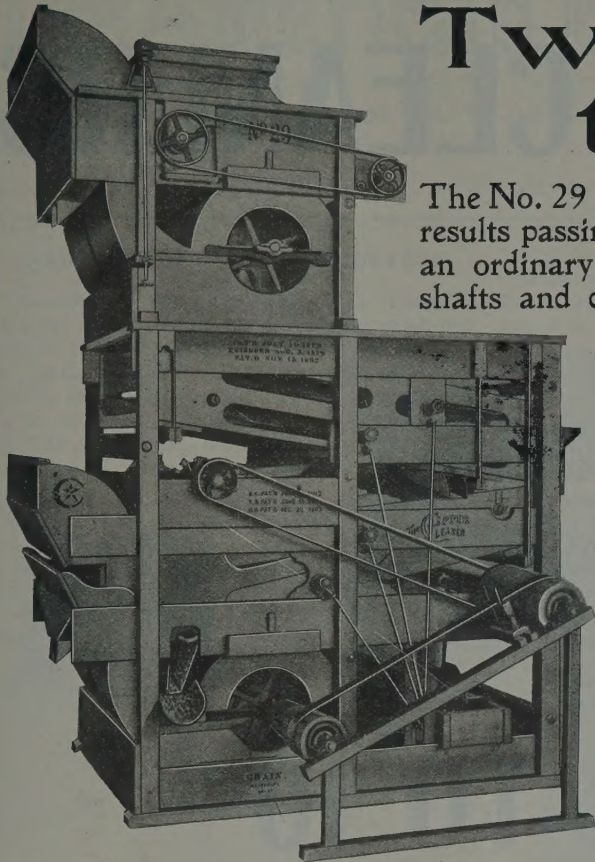
For Further Information
Write for BULLETIN No. 7

Write for Catalog of the Noxon
Automatic Hay, Meal and All Round Feeder.

Southwestern Representative: A. G. Olds, Care Manhattan Hotel, Wichita, Kan.
Pacific Coast Representative: O. J. Williams, 428 Monadnock Bldg., San Francisco, Cal.
Texas Representative: D. J. Hayes, 615 Washington Ave., Houston, Texas.

THE WILLIAMS PATENT CRUSHER & PULVERIZER COMPANY, 2701 North Broadway St. Louis, Mo., U.S.A.

Two Machines for the Price of One



The No. 29 Double Blast CLIPPER Cleaner will give practically the same results passing the stock once through the machine that can be secured on an ordinary cleaner by passing the stock twice. It has two vertical air shafts and double, counter-balanced shoe. This doubles the screening surface and the stock passes through two air blasts.

The No. 29 is unequalled for cleaning all kinds of field and garden seeds and for thoroughly cleaning and grading all kinds of grain and seed corn.

Each of the four screens is equipped with our Perfect Traveling-Brush Device which prevents the perforations from clogging.

It is also equipped with our Special Air Controller, one of the many good mechanical features of our Cleaners. The Air Controller permits of wide variations of the air blast and **GUARANTEES ACCURATE RESULTS.**

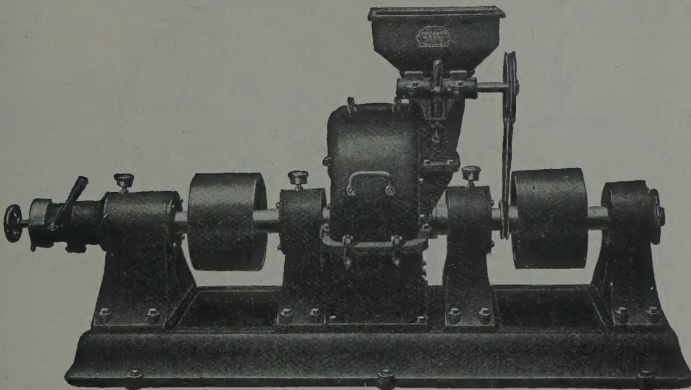
If you are looking for a machine with large capacity that will do the **BEST WORK** with the **LEAST POWER**, ask us for a description of the No. 29.

A. T. FERRELL & CO.,

-

SAGINAW, MICH.

A Positive Power Saver



The Monarch Ball Bearing Attrition Mill

This new mill of ours has met with an instantaneous success, and the reason is not far to seek. It is guaranteed to **save one-third in power**—and frequently exceeds the guarantee. And its work is unsurpassed.

Full particulars on request.

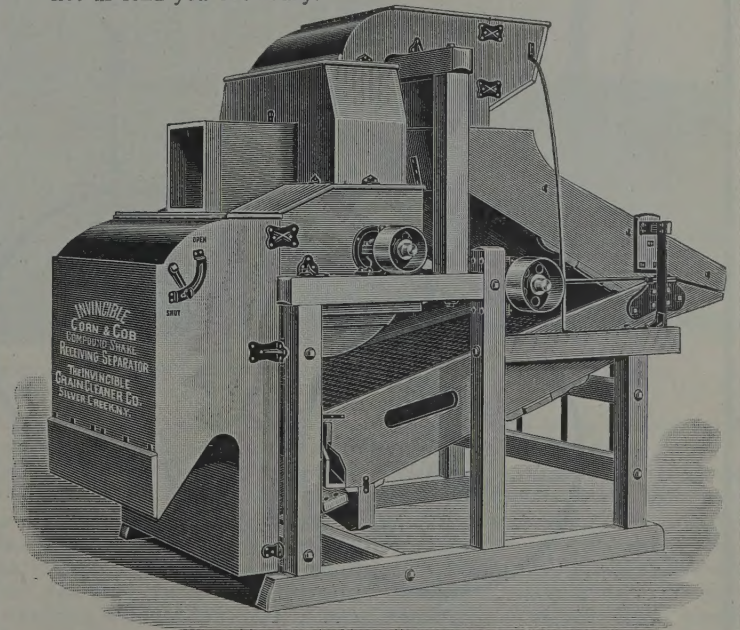
Sprout, Waldron & Company
Box 320, MUNCY, PA.

More of the INVINCIBLE Corn and Cob Separators

are being sold and used today than all others combined—

There is but one reason for it—they do the work better than others.

Let us send you one today.

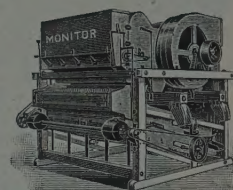
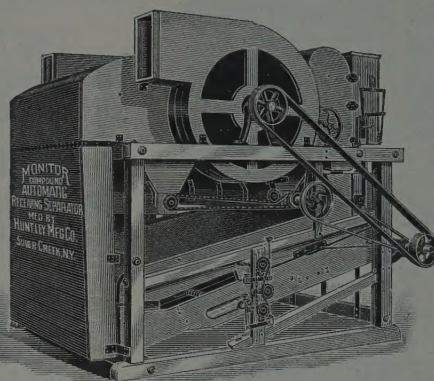
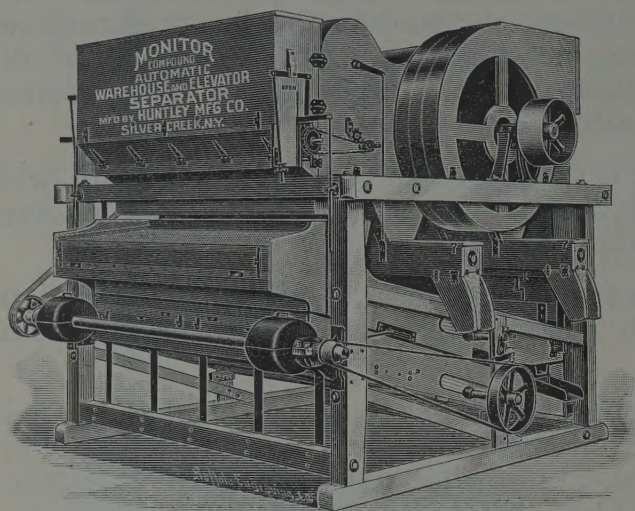


INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y., U. S. A.

— REPRESENTED BY —

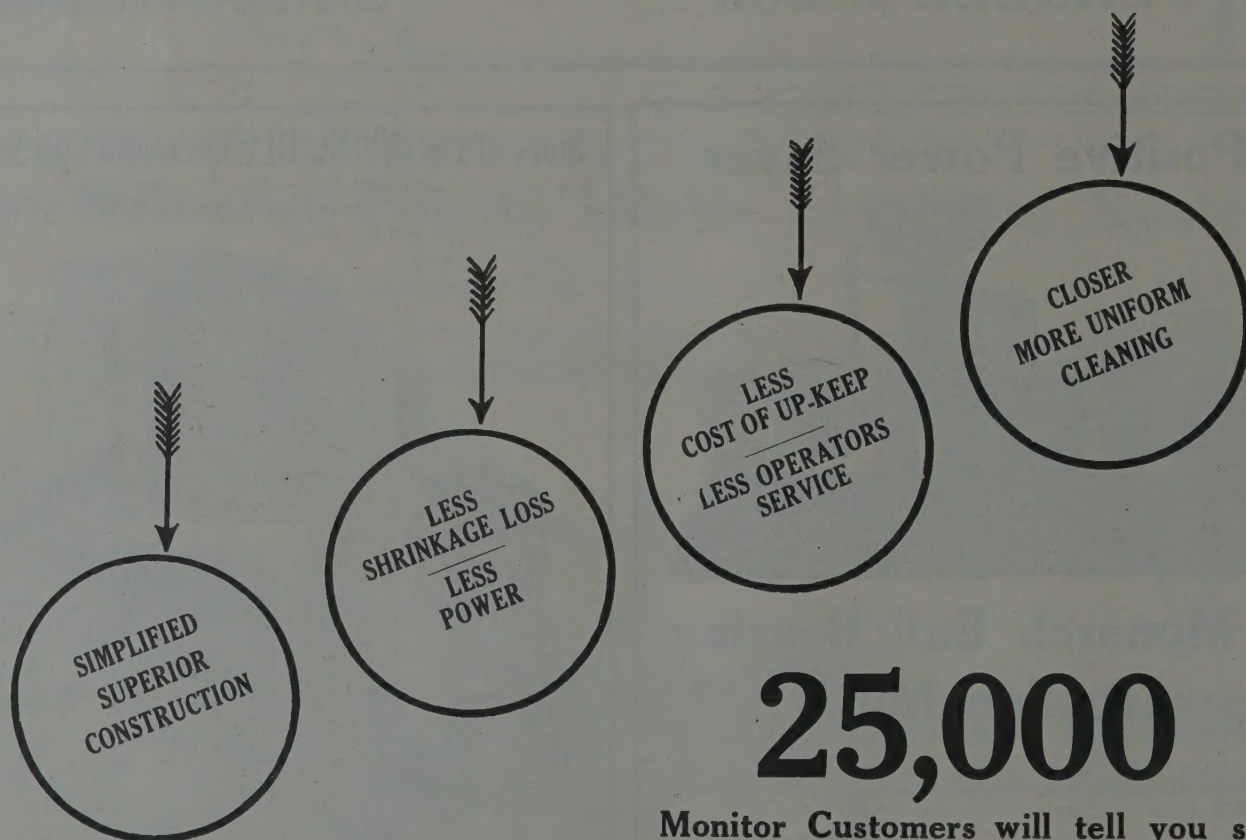
F. J. Murphy, 225 Exchange Bldg., Kansas City, Mo.
The Strong-Scott Mfg. Co., Minneapolis, Minn.
C. L. Hogle, 526 Board of Trade, Indianapolis, Ind.
Frank E. Kingsbury, Terminal Hotel, St. Louis, Mo.
J. J. Ross Mill Furnishing Co., Portland, Ore.
Chas. H. Sterling, Jefferson House, Toledo, Ohio.
C. Wilkinson, 6027 Chestnut St., Philadelphia, Pa.

MONITOR GRAIN CLEANERS



7000 DOWN TO 10

Is the Range in Capacity—Bushels per hour—Built in over 100 styles.



25,000

Monitor Customers will tell you so

HUNTLEY MFG. CO.

Minneapolis, Minn.—A. F. Shuler, 316 Fourth Avenue South
Chicago, Ill.—F. M. Smith, 608 Traders Building
Portland, Ore.—C. J. Groat, 404 Concord Building
Kansas City, Mo.—J. H. Henderson, 1 Board of Trade

Special
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SILVER CREEK, N. Y.

St. Louis, Mo.—S. J. McTiernan, 25 Merchants Exchange
Jackson, Mich.—A. H. Smith, 206 Lansing Avenue
Akron, Ohio—A. S. Garman
Owego, N. Y.—J. H. Foote

The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

VOL. XXIX.

CHICAGO, ILLINOIS, JANUARY 15, 1911.

No. 7.

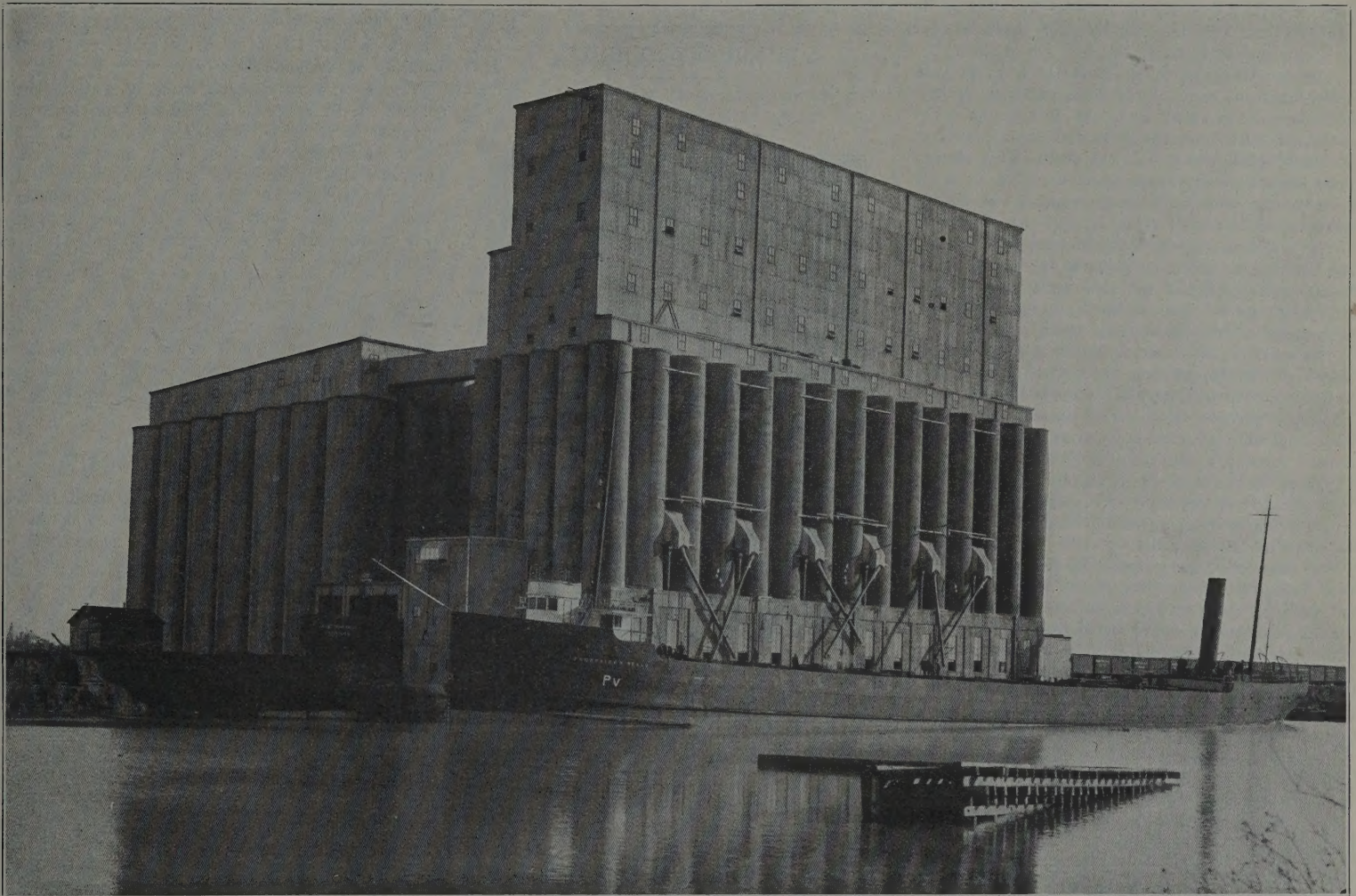
GRAND TRUNK PACIFIC ELEVATOR.

The outlet of the wheat field of the Canadian West and Northwest is and seemingly must continue to be Fort William. For, although the present Dominion ministry has substantially committed itself to the construction of a railway from Winnipeg to Hudson Bay, it is more as a concession to the "politics" of the West than a recognition of that route as a completely feasible or likely to be

equipment, their facilities for transferring grain from car to vessel are not exceeded anywhere in the world, while their storage capacity has been enlarged in proportion to the increase of the grain tonnage the companies have been called on to take care of through the closed season.

And now comes the latest rail invader of the great "barrens" that when middle-aged men now living were youths were still the unconquered home of the fur-bearing animals only—still the scene of

with what seems to be exceptional foresight in railway planning for future possible requirements, has begun the construction at Fort William of what will be on its completion the largest grain transfer and storage elevator on the globe, the finished plant contemplating a storage capacity of 40,000,000 bushels of grain. Of this monster establishment the first unit of three and one-half millions is now completed, being another work to be added to the already long and notable list of "Stewart Construc-



FIRST UNIT OF THE FORTY-MILLION BUSHEL ELEVATOR OF THE GRAND TRUNK PACIFIC RAILWAY AT FT. WILLIAM, ONTARIO.
The Canadian Stewart Co., Ltd., Montreal, Designers and Builders.

profitable channel of commercial intercourse with Europe. Canada is addicted to politics to a degree surprising even to democratic America; and the farmers of the West are quite conscious of their power and certain of the influence of their demands on the politicians, however wise or unwise those demands may be in an economic sense. The Hudson Bay Railway will therefore be built, beyond a doubt, and it may be soon; nevertheless the wisdom shown by the Canadian Pacific, Canadian Northern and Grand Trunk Pacific Railway Companies in establishing their great grain terminals for the first stage of the movement of Western grain to Europe at Fort William will hardly be called in question by students of commercial geography.

With the terminal elevators of the C. P. and C. N. lines at Fort William the trade is more or less familiar. Of great size, modern to the moment in

daring exploration—still the field of wild adventure and the lure of those in whose consciousness there was heard, smothered though it might be by the clamors of civilized life and occupation, the call of the wilderness and the glamour of things primeval. Our own American West was conquered with precipitous haste and startling rapidity compared with the older East that once was the unknown West; but the seizure of the Canadian West and the building of its great rail highways and the creation of its towns have been even more rapid and astounding; and to this wonder-working the construction of the Grand Trunk Pacific, probably the last of the Canadian transcontinentals, has been a fitting cap-sheaf of the Dominion's engineering and financial achievement.

Taking advantage of the experience of its cotemporaries, the C. P. and G. N. lines, the Grand Trunk,

tions," now found in all parts of the western world from London, England, to San Francisco.

As will be seen from the engraving, the working house faces the slip, this portion of the house consisting of 75 circular concrete bins 12 feet in diameter and 79 feet high, with 56 interstitial bins. These all rest on a foundation composed of octagonal columns forming a working floor 237 feet long, fronting the slip, and 69 feet deep. Above the bins is an all-steel cupola, save that it has a concrete roof. In the rear is the storage annex, consisting of ten rows of seven circular tanks and fifty-four interstices; the seventy circular bins having an inside diameter of 23¼ feet and a height of 95 feet. The foundation of all is a concrete mattress, while the conveyor cupola is constructed of steel. Between the working house and the annex is a steel track shed 68 feet wide by 240 feet in

length, resting on concrete. Above is a steel roof, a part of which comprises the five bridges for the conveyors, each conveyor working to the row of tanks on either side. The track shed has space for four tracks; and there are pits and shovel equipment for unloading twenty cars simultaneously. This gives a normal capacity of 200 cars per ten hour day, or 500 per twenty-four hours if need be. The cars are handled in the shed by three 30-car pullers, the outside tracks having each a drum while one drum serves for the two central tracks. The puller system has been arranged on a system to put the drums below the track in the farther bay, while the levers are worked from the working floor with the line of cars in full view of the operator.

The receiving pits have 2,000 bushels' capacity each, while five belt conveyors take the grain to the elevator legs. The bins, however, are constructed to empty only one at a time. The grain is lofted as usual and may be sent at will to the drier, cleaners, storage bins or loading bins for transfer to vessel. There are nineteen legs in the house, five of which are receiving and five for shipping, each with a capacity of 15,000 bushels; five legs go to the cleaners, and one each are for the drier, for flax, oats and screenings. All legs are of steel.

The spouting system is controlled from the distributing floor, each of the scale and cleaner hoppers being connected with the distributor spout which in turn connects with the fixed spouts in the floor below which send the grain to the storage bins, drier, cars or shipping spouts. There are six dock spouts with a combined capacity of 120,000 bushels per hour.

The cleaning system comprises ten machines of the compound-shake type, built of steel; nine warehouse separators and six oats separators on the first floor, and two flax machines and two screenings separators on the distributing floor.

The scale battery consists of ten 2,000-bu. hopper scales of the trussed-lever type, with printing and automatic recording devices; above each scale is a 2,200-bu. garner fitted with anti-friction roller slides operated by means of levers from the scale floor. There are vent pipes for the escape of air displaced by the incoming grain and an attachment indicates to the operator when the garner is full. There are also five hoppers for cleaned grain ready to go to the storage bins.

The dust collecting system includes fans, Cyclones and pneumatic floor sweeps. On the first floor of the working house a 70-inch fan takes the dust from eleven basement sweepers and fifteen Cyclones over the track shed, connected with the fifteen separators, and blows it to the cupola Cyclone which sends it to the dust bins. On the machinery floor is a 60-inch fan to take care of the dust from the scale-garners, while a Cyclone is attached to each of the four separators on the distributor floor, which assemble the dust in another Cyclone which sends it to the dust bins. A trap to the main suction pipe of the 70-inch fan permits the cutting out of grain going to the screenings bin.

The drier is located in a separate building 20x27 feet in size. It has drying capacity of 500 bushels per hour when removing 7 per cent of moisture, and is connected with the working house by a tunnel. The drier boiler (72-in. x 16-ft. tubular), working under 125-lbs. steam pressure, serves the drier as well as heats the working house offices.

The power is all supplied by the Kaministiquia Power Co., from Kakabeka Falls, twenty-two miles away. The transformer reduces the voltage from 22,000 to 500, when it is distributed to 37 3-phase, 60-cycle alternating-current motors of the squirrel-cage type. These are located at convenient places throughout the premises and represent something over 2,500 horsepower. The drives are of rope for the most part, only unimportant ones being of leather. The conveyor belting is of rubber, the conveyors running from 24 to 42 inches in width. The lighting system comprises 800 incandescent lights, all exposed lights and movable being amply armored both as to lamps and wires. The outside lights are arcs. There are fifteen telephones in service, besides elaborate systems of electric and

light signals and speaking tubes, as well as other mechanical devices to save steps and to keep all parts of the premises in touch with the executive offices and the working force, the superintendent and his several department foremen each having his own offices.

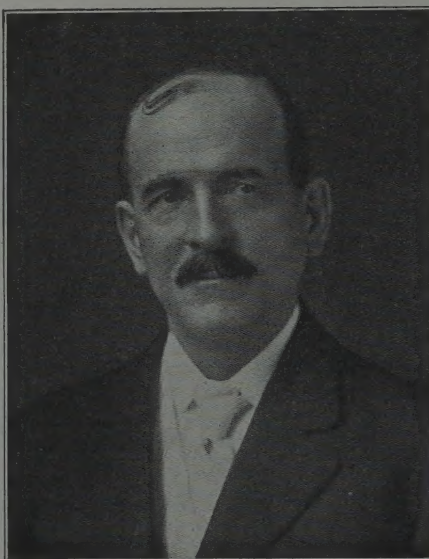
The designing of this great plant, which cost \$1,250,000, was directed by R. H. Folwell, chief engineer, while the work of construction was superintended by W. R. Sinks, general manager of James Stewart & Co. and the Canadian-Stewart Co., Ltd. John S. Metcalf acted as inspecting engineer for the owners, the Grand Trunk Pacific.

Among those whose machinery is found in the plant are the following American firms: The Huntley Manufacturing Co., Silver Creek, N. Y., all the cleaning machines; the Hess Warming and Ventilating Co., Chicago, the drier; the Webster Mfg. Co., Chicago, all the shafting, pulleys, belt carriers and castings.

The plant will be operated by the Grand Trunk Pacific Terminal Elevator Co., Ltd., of which Frederick B. Wells is president and R. F. Edmond, Winnipeg, manager.

PRESIDENT MERRILL.

The election of J. C. F. Merrill to be president of the Chicago Board of Trade was the logical



J. C. F. MERRILL.

culmination of some eight years of distinguished service as director and vice-president. Mr. Merrill has been a member of the Board for about thirty years, and brings to the office not only a ripe experience but a mind strengthened by thoughtful study of the economic aspects of his business in its relation to the welfare of both the producer and consumer of the cereal and meat products, the marketing of which is the chief concern of the grain and provision exchanges. It is his knowledge of grain as a commodity and as an article of commerce and trade that has given his opinions so much weight among the actual handlers of grain when technical questions have been under discussion, while his grasp of the influence of speculation on the prices of food products and upon commerce made him a forceful representative of the Board at Washington at critical moments, when the life of the grain exchanges of the Nation was threatened by adverse legislation. In both capacities, as adviser of the trade and as instructor of statesmen,—or, at least, of legislators,—he won the confidence of both as much by his frankness and sincerity as by his command of the subject matter in hand and ability to express himself forcefully at the right time.

Mr. Merrill is a New Yorker by birth and about fifty-nine years old. Coming west when a young man, he entered the grain business at Rockford, Ill., where he remained until 1879, when he came to Chicago. He is now the head of the firm of Merrill & Lyon, one of the oldest receiving houses on

the Board. His home is at the suburb of Hinsdale, with the government of which he has been connected for some years. He is also one of the directors of the local bank, to the success of which his business acumen has contributed in generous measure.

IMPORTANT DECISIONS.

The press association on January 9 announced from Washington that, "A stamp tax on the sale for future delivery of stocks, grain, provisions or other commodities, may be imposed by a state without violating the Federal Constitution, according to a decision today of the Supreme Court of the United States in passing on the Missouri stamp act of 1907."

The Missouri law provided that it should be unlawful for any corporation or person to keep a place wherein was permitted the buying or selling of stocks, grains, provisions or other commodities for future delivery without at the time providing for making a memorandum of the transaction and placing a 25-cent stamp thereon. The law provided that the fund arising from the sale of the stamps should be put into the hands of the state auditor as a good roads fund.

Thomas J. Broadnax and Frank E. Essex, officers of the Board of Trade of Kansas City, Mo., were indicted in 1908 on charges of violating this law. They were found guilty and each fined \$50. They appealed their case to the Supreme Court of Missouri on the ground that the law was unconstitutional, but that court upheld the law. The case was then brought to the Supreme Court, which also upholds the law.

THE DOCKAGE AT KANSAS CITY.

The Supreme Court of the United States on the same day sustained the Missouri statute that abolishes a rule of the Board of Trade of Kansas City, Mo., permitting the deduction of 100 pounds from the weight of each carload of grain bought by its members, as estimated dirt.

"UP TO HIS TRICKS" AGAIN.

Portsmouth, O., along about the holidays was certainly "going some"—"things were doing there," with Rev. Billy Sunday conducting one of his revival campaigns and H. S. Grimes putting his philanthropic habits to the practical test.

And this was the way of it—eliminating Rev. Sunday for the time being from the count. Mr. Grimes, it appears, was, in his very early youth,—not so long ago but that he remembers it,—a newsboy himself; and so, on the eve of New Year's Day last, he "corralled the entire bunch" of newsboys in Portsmouth, as well as W. U. and other telegraph messengers, and "then some," one may well imagine, and filled them all up to "guards," loaded down their whole stomachic craft far beyond the Plimsol line, with roast turkey and a full line—a complete assortment—of trimmin's. For the boys—who were told right on the start, "Boys, there's plenty to eat; take your time and fill up"—took Mr. Grimes at his word literally. It was a great day for the boys, and a pretty good day for Mr. Grimes, too; for no man naturally enjoys going about doing the proper thing at the right time than H. S. Grimes. And may his shadow never grow less.

Palatable syrup manufactured from stalks of sweet corn was the novelty shown at the annual session of the Minnesota Cannery Association at St. Paul on Dec. 14. A canning company at Lake Minnetonka has for some time been experimenting with the manufacture of such a syrup, and a lot of twenty gallons of it was shown to the members of the Association. A. J. Anderson, state food inspector, and inspector of canneries, proudly produced a preserve jar containing this corn syrup and dispensed it with a spoon to the delegates. It is said that the green corn stalk will yield 85 per cent of the saccharine matter obtainable from sorghum.

TESTIMONIAL TO SECRETARY STONE.

On Thursday evening, January 5, a complimentary dinner was given Mr. George F. Stone, secretary of the Board of Trade, by about 125 of his friends and admirers of the Board. The function took place in the Crystal Room of the Blackstone Hotel, and in some respects was one of the most perfect, if not notable, banquets in the history of the Chicago Board of Trade. The beauty of the surroundings and the elegance of the menu and service, together with the warm comradery of the guests, made the occasion one of peculiar pleasure, not likely to be soon forgotten by those present; while as the climax of Mr. Stone's twenty-six years of continuous service of the Board of Trade Association, the occasion was chosen as an opportune time for typical representatives of the great interests involved in the Board's activities to express in some degree the indebtedness all realize they, individually as well as the association as a whole, are under to the great Secretary, to whose wisdom and gracious influence, as a private individual as well as an officer, so much of the present prosperity and high commercial standing of the Board in all parts of the world is due.

With the coming of coffee and cigars, President Stamford A. White, president of the Board, asked for the guests' attention. "It seemed to me," he said, "to be a happy thought on somebody's part when I heard a week or two ago that some of Mr. Stone's friends were planning to give a dinner in his honor and, as an active member of the committee put it, to make 'an opportunity of telling him to his face just what we think of him.' I feel happy that the day has fallen just within my official term, now drawing to a close, so that almost the last occasion on which I shall be called upon to preside is so thoroughly congenial. Some twenty-five years ago, two years before becoming a resident of Chicago, I was delegated by the Chamber of Commerce and the Grain and Provisions Dealers' Associations of the City of Liverpool to felicitate the Board of Trade at the dedication of the new building. Who would think that the new building has, in the opinion of many, so soon grown old? After delivering the message of greeting and congratulation, I was retiring to the rear of the stage when I received a handshake and just half-a-dozen cheery words, leaving a pleasant impression which the lapse of over a quarter of a century can not efface. I have found since that that is characteristic of the Secretary, whose regard for the amenities of life cause many visitors to leave his office in a pleasant frame of mind and many of those who come with a grievance to leave at least mollified and sometimes glad that they had some trouble to take them there."

Referring, then, to his own experiences as President of the Board, during the past year, he said the congratulations he received a year ago on his election were mingled with many condolences, because he had had imposed upon him a "thankless job"; but he denied that now; for as he said, he had found instead that directors and members are ever ready to co-operate with the officers for the good of the association. Moreover, he said: "I would like to emphasize the fact that much of the smooth working of the affairs of the association is due to the thorough system which obtains in the office of the Secretary. When we pause to consider that administrations change, that directors change, that committees change, we can readily realize how essential it is to have an efficient, permanent officer, and how fortunate the Board of Trade has been and is in having for its permanent Secretary a man of the ability, the character and the tact of George F. Stone—a gentleman who commands the respect not only of our members and of the entire commercial community of Chicago but also of the officials of every exchange in the length and breadth of this continent."

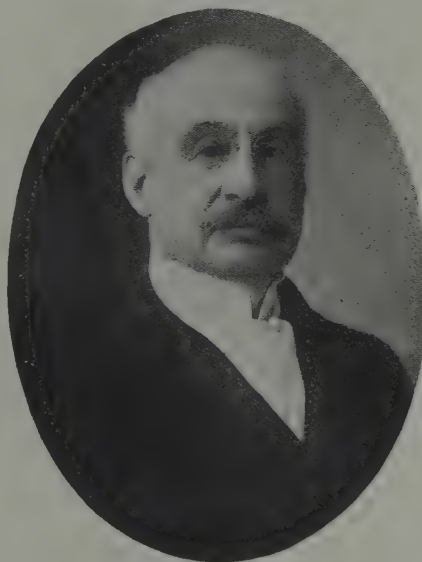
Mr. White then presented Mr. Walter Fitch, as the toastmaster of the evening, who on receiving the emblem of authority, announced a song: "When Good Fellows Get Together," led by D. A. Noyes.

At the conclusion of the singing, Mr. Fitch de-

clared that while in the past he had presided at many functions of the Board as a matter of duty, the service tonight is a labor of love. In proposing the toast of the evening—"George F. Stone, the Secretary"—he said: "There are many of you here who have the privilege of knowing George F. Stone, the Secretary, and George F. Stone, the Man; but if you ever, during the sessions of the Board, have seen a man mounting the stairs leading to the balcony, bring his gavel down sharply and raise his right hand, causing the session of the Board, the heart of the greatest commercial center of the world, to halt, and then make his announcement and during the time he is making his announcement you have seen every member of that institution stand with his hat off and at attention and you could hear a pin drop, you have seen George F. Stone, the Secretary. I am going to ask a gentleman to say a few words to that toast—"George F. Stone, the Secretary." Mr. Geo. R. Nichols."

Mr. George R. Nichols said:

George F. Stone, the Secretary! How shall we separate and identify George F. Stone, the Secretary, and George F. Stone, the Man? For as Henry Van Dyke has said, "We cannot divide our work from ourselves, nor isolate our future from our qualities." A ship might as well try to go north with her foresail and south with her mainsail, as a man to try to go one way in conduct and another way in



GEORGE F. STONE.

character; what we do belongs to what we are. Shall we simply say that when our directors in weariness turn from some vexatious matter and say, 'Let George do it,' the Secretary emerges and can be identified as the resourceful, alert, and capable official who for more than a quarter of a century has given the best that is in him to the service of our association?

We have come up here tonight not to bestow the laurel upon the man who has finished his race, but rather to cheer and laud the runner as he pauses for a moment at another milestone on his course, and to wish him Godspeed, with health and strength for another quarter of a century.

No two men could be farther apart, temperamentally, than Secretary Stone and his predecessor, Charles Randolph. The one affable and modest; the other austere and imperious. During his career, Mr. Randolph was the most conspicuous figure in the government of our Board. A man of unusual ability and force, co-operation was irksome to him, and he grew to be general-manager rather than secretary; so that when it became necessary to choose his successor, we were all prepared for direful results.

It is unnecessary to recite the events leading up to the appointment of Mr. Stone. The choice was a most fortunate one, for he has worn well. We have not grown tired of him, and we sincerely hope that he has not grown tired of us. When we think of the many administrations through which our Secretary has served, we wonder at his adaptability; for in some places there appear strange curves and tangles,—

The well poised, scholarly E. Nelson Blake;

The difficult, determined A. M. Wright;

W. T. Baker, the Crusader;

W. S. Warren, with his labors of Hercules,—

Each in turn found Mr. Stone always an aid, never an obstacle.

Without exception, our presidents have retired from office with a higher regard and a warmer friendship for the Secretary than they entertained when they entered upon their duties; and withal Mr. Stone has not effaced himself; he has not surrendered his self-respect nor his individual conscience. As Stevenson puts it "He has kept friends but without capitulation." Furthermore, the Secretary's office has not been a Holy of Holies, where none but the elect might enter. Mr. Stone is the most accessible of men, and the 'settling clerk,' with his troubles and protests, is received with the same courteous consideration that is extended to the highest official.

In an ever widening field of usefulness Secretary Stone has shown himself altogether adequate. Organizations such as ours no longer live unto themselves. Common interests have drawn them into congresses, conventions, and associations, and in these our Board has been able to take a dominant place, largely by reason of the exceptional talents of Mr. Stone, whom we might call our Secretary for Foreign Affairs. Here he has magnified his office and made it honorable, for with tongue and pen he has so colored the commonplaces of trade that merchants everywhere have been made to appreciate the unusual responsibilities and possibilities that rest in the hands of those who distribute the food products of the world.

Briefly: We can best sum up our opinion of George F. Stone, the Secretary, by paraphrasing one of Dr. Butler's quaint sayings, and declare that, "Doubtless God could have made a better Secretary, but doubtless God never did."

Robert McDougal said that once he had occasion to represent the Board of Trade on an expedition of the Association of Commerce. He started, having heard before of only two of the thirty-eight members of the party, but when it was noised among them that he represented the Board "such was the magic of Mr. Stone's name that we had no sooner got on our way than I began to be treated like a prince. The delegates seemed to assume that any one who came in Mr. Stone's shoes, no matter how loosely or tightly they fitted, was entitled to the very finest treatment; and it began there and extended through the entire trip. I finally concluded that it was not the Board of Trade I was representing, but George F. Stone. Upon my return to Chicago it was with many pleasant memories of Mr. Stone for the only touch of fame that ever came to me.

"A few days ago Mr. Stone said he was getting to be an old man. That, perhaps, is the only falsehood he ever spoke. He is not an old man; he is a young man—young in intellect, young in physical virility. I doubt if there is any other man holding public office who has done more good in the last twenty years to young men and to old men than this same George F. Stone; and I am very happy in the privilege of participating in this reception, and I think I cannot do better than to hope that the New Year may be filled with happiness for him; and I wish him long life and perpetual youth."

Toastmaster Fitch introduced former-President W. S. Jackson, as "Chicago's Honest Alderman."

Mr. Jackson, after speaking of the great part the Chicago Board of Trade has played in the upbuilding of the commerce of Chicago, said that,—

In the many changes in the official life of the Board of Trade one man prominent in that life has ever remained steadfastly at his post, an acknowledged tower of strength to those selected to administer its affairs. No one has ever dreamed of a change, and no one ever will until Divine Providence shall call him to a higher sphere. His impartiality, his devotion and fidelity, his never-failing courtesy and kindness have endeared him to all. No other man in the history of the association has ever so fully gained the respect, the esteem and the love of the members. We know him as a cultivated gentleman, a broad-minded, manly man; and I cannot better close this word of appreciation than to use a statement he once made to me, that no higher praise could be bestowed upon any man than this: 'Well done, thou good and faithful servant'; and that can be said of George F. Stone, the prince and premier of secretaries.

Mr. Fitch interrupted the program at this point to read a letter of regret from Sec'y E. D. Bigelow, of the Kansas City Board of Trade, which, said Mr. Fitch, "is so filled with beautiful sentiments that I think it should be read." The letter was as follows:

Dear Mr. Fitch: I regret exceedingly that the pressure of business will make it impossible for me to meet with the many friends of George F. Stone, who will gather to do him honor at the

close of another of his many years of splendid service and to offer him, as we stand upon the threshold of a new year, this expression of their appreciation and affection (for we all love him) as an inspiration to him for the days and years to come. I esteem it a rare privilege to have known Mr. Stone and to be counted among his friends; for the friendship of such a man is a prize beyond price.

To the Chicago Board of Trade, I desire to offer my heartiest congratulations, that for so many years they have been able to retain in the position of Secretary a man of such fine ability, such rare charm, such lofty ideals, and such unswerving integrity. The rare ability with which he has graced the position of Secretary of the Chicago Board of Trade has had a most potent influence in dignifying such office in all exchanges; and I earnestly pray that this man may be spared for many years of useful services to your organization and to kindred organizations.

Mr. Geo. Piper, president of the Minneapolis Chamber of Commerce, among other things said: "I have been on the directory of the Minneapolis Chamber of Commerce and on committees for fifteen years, and I have noticed when we get into a very tight pinch and do not know what to do, we say, 'Let us write to the Chicago Board of Trade; let us write to Secretary Stone.' We have built up a membership of 550 and are proud of it; and the Chamber of Commerce can claim the highest business standards. We try to do everything right and I am proud to be a member of the Chamber."

Mr. Fitch introduced Mr. I. P. Rumsey, as the "Old Guard of the Board of Trade"—the staunch and true.

Mr. Rumsey, in part, said: "I see before me the grandson of my first partner, who was James W. Finley, of Finley, Hoyt & Rumsey, in the years '59 and '60; and I feel that Mr. Finley Barrell should be the speaker now instead of myself, but for the way I was introduced, as the old guard."

Mr. Rumsey spoke of his desertion of the commission business for the artillery in 1861; and with much feeling said he had spent only the day before out in the country helping to bury one of his old battery boys of whom it could be said that "whenever one saw that man coming he knew a friend was coming and when he left, one felt better because they were friends. Now, gentlemen, that applies to the Chicago Board of Trade, particularly to the Secretary's Office. No one of us ever visited that office but we felt and knew we had a friend always glad to see us, and when we left we always felt better than when we went—better for having called upon our honored Secretary."

Mr. Rumsey compared the Secretary to Lincoln's great helper in time of his greatest need, when his counsel was beyond estimation. It is said that, upon one occasion, when the President was appealed to on an important matter, the party making the appeal remarked that General Stanton had made a statement which was contrary to the President's wish. The President answered: "If Stanton said that, it must be so." The commanding general's adjutant, or secretary, is a great "power behind the throne," and, as General Rawlins was to General Grant and Secretary Stanton was to President Lincoln, "so has our honored Secretary, George F. Stone, been to the officers and members of this Board of Trade for the last quarter of a century. When we go into the Secretary's office we think, perhaps, we are right; but after consulting him we must admit that he is the one who is right. That is the kind of man we have; and every president and every member of the directory appreciates him, and let me tell you that it is my opinion that no organization ever had a greater Secretary than George F. Stone."

Naturally the "bucket-shop" broke in upon the proceedings, and Mr. Fitch paused to tell a good story in order to call on Attorney Harry S. Robbins to tell of the fight made on that parasite. Mr. Robbins, however, rather "side-stepped." He told first, at least, how, year after year, for thirteen years he had found it necessary to undergo the ordeal of a reappointment as the Board's attorney; and how growing out of all this anxiety on his part he had found

the one great trait in our Secretary is the great tact and feeling which he displays in the use of his pen and in the expression of his mind. For instance, in the thirteen letters I have received advising me of my appointment as attorney, there is not the slightest indication of the difficulty which has surrounded the selection of an attorney each year. He does not say, because he is a truthful man, he does not say that, "You are unanimously elected;" and, conscious as I am of my own shortcomings, I am unable to come to any such conclusion; but it takes three or four readings of each one of those letters to really get down to the fact that I am not unanimously elected. I have been told by some that I have "skinned through" by a narrow margin; but that only increases my admiration for the ability of the distinguished Secretary.

It is true that the attorney comes in frequent contact with the Secretary—more frequent contact with the Secretary than with any other officer of the Board; and during the thirteen years it has been my privilege to serve you I have been in frequent conference with him. I have had a great many perplexing questions that have arisen that had no solution in the books. They were not legal in a sense that you could go to a book and find out what some old fossil of a judge has said about it and take his authority; and in the perplexities, and many of them respecting the legal affairs of the Board, I have received untold aid from the wisdom and the long-sighted thoughtfulness of Mr. Stone. He has contributed more than any of you can know to the satisfactory solution of such questions and I should be wanting in feeling if I did not on an occasion of this kind express to him, and tell you, what a useful adjunct to the legal department the Secretary of the Board has been; what an essential part of the machinery of the legal department he is; and what impresses itself upon me is that the office is an unusual one. The Board is not a mere business organization, but the organization is one which to the unthinking men of the country has an element of prejudice; and the Secretary of the Board is not merely a secretary of a private corporation, but it is a part of his duty by tongue and pen to explain the great usefulness of this greatest of commercial exchanges; of the great aid to commerce which it daily renders; of the great assistance it is in the marketing of the products of the farmer as they leave the hands of the producer and are carried through the instrumentalities of this exchange to the hands of the consumer. Now, Mr. Stone in a marked degree has exhibited a thorough and phenomenal appreciation of these functions, expressed by pen and speech, and he has time and time again aptly expressed what a great useful thing this exchange is, and I think he has rendered to this exchange, and the other exchanges of the country, a service which it is difficult to overestimate. Now, in closing, let me give expression to a feeling that is personal to me and which has grown during thirteen years' service, by wishing him a long life and a long connection with this Exchange.

John J. Stream, when called on, protested he had come "to pay a silent tribute to him who by his genial, noble character has endeared himself to all of us; words cannot add more."

James A. Patten was introduced as one who, "if he'd let me close his subject could charge \$100 per ticket of admission and have a full house."

Mr. Patten said:

After I have listened to the remarks made here in regard to Secretary Stone, I almost feel convinced that he has made a mistake in his calling in life. What a grand politician he would have made. For twenty-five successive years Mr. Stone has been annually elected to the office of Secretary without protest from its members or a dissenting vote of its board of directors. He must possess peculiar qualifications to accomplish such a record. He must be a harmonizer. What a harmonizer he would be at Washington!

We all recognize the fact that the chief qualifications of a politician of late years has been the ability to call their colleagues names—demagogues and under the influence of corporations. No such charge has ever been brought against Mr. Stone. No charge has ever been to his door that he is under the influence of any man on the Board of Trade. He never has been guilty of calling any one a harsh name, and through successive administrations that have followed each other, oftentimes differing in policy, Mr. Stone has been able to fill the office of Secretary to the great satisfaction of every administration.

No man has come away from his office feeling that he has been discourteously treated. Politicians, some of them, have the trait of late years of calling their opponents names. We all recollect in the last few months a certain politician calling one of the members of the bench a "Jack Ass." Who can imagine Mr. Stone calling any one a "Jack Ass"? He is not built on those lines.

I feel, Mr. Stone, that we need men of your

type in all walks of life. You are an example for the rest of the world to follow. Your influence has not only been over the members of this Board; your influence is much wider. If you had only gone to Washington, Mr. Stone, you would have made your mark in life there, I feel confident. I wish Mr. Stone many years of life to fill the office of Secretary, and I wish him a long and happy life.

Mr. H. N. Sager was introduced to say something of Mr. Stone, the man, the toastmaster himself announcing the text—Shakespeare's lines of Antony's eulogy of Brutus:

His life was gentle; and the elements
So mixt in him that nature might stand up
And say to all the world—"This is a man."

Mr. Sager said:

George F. Stone! George F. Stone!

How, at mention of that honored name, do the flood-gates of memory open wide for the rushing torrent of fond recollections that beat upon the hearts of those of us who, through close relationship and through the intimacy of friendship, have been privileged to sit at the feet of the man we delight to honor!

We see him in the tender relations of the home, a gentle, devoted husband, a kind, affectionate father. We admire him in the broader field of civic duty, a splendid citizen of the best type, bringing to the discharge of his civic duties discriminating intelligence, earnest purpose, devoted patriotism. We glory in his long and useful business career, unstained by the slightest blot of dishonor, untarnished by any breath of scandal, undimmed by any shade of suspicion.

George F. Stone, the accomplished scholar;

George F. Stone, the loyal friend;

George F. Stone, a splendid example of the best type of American citizenship—we admire, we honor, and we love him.

Friendship above all ties doth bind the heart,
And faith in friendship is the noblest part.

Shall I speak of George F. Stone, the loyal, steadfast friend, kindly in counsel, sincere in sympathy, earnest in devotion? Surely this phase of his beautiful life challenges our attention and commands our admiration. Its careful analysis would be a delightful and inspiring study; and I would that time permitted me to wander in that pleasant field, so fragrant with the memories of other days.

Shall I speak of Mr. Stone's wonderful success during more than a quarter of a century's service as the peerless Secretary of the largest and most important Exchange in the world? Of his great ability and signal service? Of his uniform courtesy and graceful tact? Of his diplomacy in handling difficult problems? His high sense of honor and his absolute integrity? Every member of our exchange and the ever-widening circles of its friends and associate exchanges recognizes and appreciates these characteristics of our friend, and is under lasting obligation to him for his able, useful and distinguished service in behalf of the commerce of this country.

But it is on another phase of his life that I would speak in the few minutes allotted to me.

The greatest thing in the world is character! Since ever the flight of time began, the unfailing test of true success has been, and ever will be, the man's own character. That man has lived well who leaves the world better for his having been here. That man lives badly who, whatever his apparent financial, social, or political success, brings misfortune, shame or dishonor upon his fellow men. Blessed is he who adds to the sum of human happiness, and accursed is he who adds to human misery and wretchedness. The world is divided into two classes—just two. Every community, every state, every nation, is composed of two groups. Every man is on one side or the other—those who *lift* and those who *lean*; those who build up; those who tear down; those whose lives inspire to higher ideals and loftier purposes; those whose selfish lives and evil influences touch as with a leper's hand the lives of others to their lasting injury. Measured by these standards, what a powerful influence for good has George F. Stone exerted upon the lives of the great number of active, ambitious, able, young men with whom he has been for so long in such close contact! I believe there is scarcely a man in this audience who does not join with me in bearing testimony that his life has been made better, his sympathies broader, and his ideals more lofty, through the helpful, kindly influence of our gentle friend, our beloved Secretary.

Thrice blessed is he who *gives*; and he who through his character, his personality, his example, gives *inspiration* to his fellow-men for better lives, bestows upon them a priceless jewel.

This has been Mr. Stone's great gift to his day and generation.

"The play is ending," said Toastmaster Fitch; "the last act is coming; and as the scene shifts it is only right that as you have heard a president I should now let you listen to a president to be—Mr. J. C. F. Merrill."

Mr. Merrill said:

As one who has known Mr. Stone well-nigh a third of a century, by invitation of the committee it becomes my duty and pleasure to express in a few words my own commendation of his sterling character and loyal services to this institution, as I have observed them through these many years of association, both personal and official.

I feel sure that I but echo the deepest sentiments in the minds and hearts of every one present, when I say that the proud position which the Board of Trade of Chicago occupies in the business affairs of the entire world has been largely enhanced by the dignity, the efficiency, and the unswerving loyalty with which he has served it, now for more than a quarter of a century.

Astronomers tell us that so far distant is even the nearest star, if it were blotted out completely, its light would still shine in the heavens with undimmed lustre for many years. It can be as truly said of Geo. F. Stone that long after he shall have gone from our midst, this Board will feel the inspiring influence of his personality, and will lean for support upon the splendid prestige and the power with which he has been so instrumental in endowing it.

It, therefore, becomes my joyful duty, Mr. Stone, to present to you a token of the affection and esteem in which you are held by all present tonight and by the entire Board of Trade of which we are but a part. As the years pass on, you may forget the personal tributes paid by word of mouth to you tonight. It is the belief of your friends, however, that this bowl would serve both you and yours as an emblem of that abiding affection in which you are held by us all, long after our voices are stilled and we shall have passed to other shores.

Mr. Merrill then presented Mr. Stone with a beautiful silver punch bowl and ladle, gold lined and suitably engraved as a memento of the occasion.

The honored guest, who until then had listened in silence, and, as only a man of keen and appreciative sensibilities could, had taken to himself the gracious utterances of his friends, then rose and with the power of sympathetic response to the felicitations he had heard, said:

There are no words in my vocabulary that can adequately express my appreciation of the generous sentiments to which, not without a degree of embarrassment, I have this evening listened. Indeed, I am quite unequal to the task. You have been to my faults more than a little blind, and to my virtues very kind.

I am inexpressibly honored by this demonstration. It will be an inspiration to me as long as I live. I shall remember it with heartfelt gratitude as long as I can remember anything.

I am proud to belong to this great commercial body, whose long and eventful history illustrates, in a marked degree, its loyalty to lofty principles and an unswerving business integrity. In all my experience as Secretary of the Chicago Board of Trade, when principle on the one hand and technicality on the other hand have been brought face to face, technicality has always been obliged to surrender to principle. There never has been a question in the course of my official life, when a matter came up for decision before any tribunal of the Board, that principle was, even for one moment, sacrificed.

I could not have achieved the success which you have magnanimously ascribed to me without the generous and cordial co-operation that I have received from the very first moment I undertook to perform the duties which were assigned me as Secretary of this great commercial organization.

Would that I had time to speak more at length, and the occasion was more appropriate for me to do so, of the consideration with which I have been treated by members of this Board. I could not recount the half of the kindness that has been shown me, year after year, for more than twenty-six years, through all the vicissitudes of my official life.

It will be, gentlemen, my earnest aspiration and endeavor so to conduct myself that I may be less unworthy of the honors you have conferred upon me.

This magnificent punch bowl, the token of your esteem, will be carefully guarded and cherished as a priceless memento of this most delightful occasion.

The toastmaster closed the evening's formalities with the singing of "Auld Lang Syne," after which followed mutual congratulations and "Good night."

Port Colborne's elevator business, navigation season of 1910, included grain for local points, 1,041,000 bus.; lighterage for Port Dalhousie, 43,000 bus.; for Montreal, 200,000 bus.; barge grain, Kingston, 225,000 bus.; total grain handled, 3,309,000 bus.; total handled 1909, 1,747,550 bus.; increase, 1,761,450 bus.

[For the "American Elevator and Grain Trade."]

RESTORE THE EXPORT GRAIN TRADE.

BY EDWARD R. SIEWERS.

There has been considerable talk *sub rosa* recently among leading grain exporters in the East and prominent shippers of the West about making a thorough investigation and examination into the true underlying conditions that appear to be responsible in a large measure for the small and disappointing export corn trade between the United States and the foreign countries.

In Shakespeare's comedy of "Much Ado About Nothing" it is said that "comparisons are odious"; and in the export grain line they are much more than that, for at the present moment, from a business standpoint, they are positively alarming. For instance, at one of the best known ports in the East the yearly exports of corn in 1897 amounted to 25,129,658 bushels; in 1898 they were 29,816,889 bushels; in 1899 29,297,419 bushels; and in 1900 33,451,170 bushels. In 1901, however, they had dropped to 15,645,110 bushels, and then, with the eight years following, in and out, they averaged all through about 6,000,000 bushels per year, the foreign outlet in 1909 being 3,314,261 bushels, while for the first eleven months of 1910 from the same port have gone out for export, all told, but 356,140 bushels of corn, or not more even than a couple of good sized cargoes. During 1907, from this selfsame port, were exported 14,372,202 bushels of wheat and in 1908 17,061,938 bushels, while for the first eleven months of 1910 the outgo was but 6,616,229 bushels. And as to oats, which in 1905 showed an exportage of 5,416,286 bushels, and in 1906 4,925,830 bushels, exports of that important feeding grain dwindled actually to nothing in 1908 and have remained simply as "nit" ever since.

Now, it goes without saying that all of the Eastern seaboard ports have fallen off astonishingly in the export grain trade, and the big shippers from the West have all been corresponding losers in the trade, from a strict business way of counting up the shortage. Of course some of the Atlantic seaboard ports have possible advantages over others in the way of elevating, lighterage and handling of grains to be shipped abroad, but that is rather incidental and has little or nothing to do with the ruling causes which have brought about such a tremendous slump in the export grain trade throughout this great land.

Just at this stage of the inquiry, it might be well to note the fact that very recently the weekly shipments of corn from the Argentine have footed up within a small fraction of 5,000,000 bushels for export demands alone; and here is a unique object lesson which when fully understood may have something to do with explaining the present unfortunate export grain conditions that prevail here, at a period when the grain crops of this country are all of full size and the corn yield one of the largest that has been noted for years. Of course, this all goes to prove that the farmers of the United States are at the very height of prosperity, as the report of the Secretary of Agriculture seems to unmistakably indicate; and yet with the banner crop year of 1910, giving enough for our hundred millions of inhabitants and lots to spare, while it is claimed that this country feeds the world, why is it that our export grain trade, with its great volume in bygone years, has nearly been wiped out, or become so small of late that it is practically insignificant?

To show the immensity of our crop possibilities, let us refer to the corn crop of the world for 1909, which was 3,647,076,000 bushels, and place this fabulous yield against the present bumper ingathering of corn throughout this land of ours, 3,121,381,000 bushels, and the last amount nearly balances the former, which is almost beyond comprehension. Will any of the soothsayers of the present day maintain that we are on the eve of a grain famine, and, as in the times of the Pharaohs, old barns should be torn down and bigger ones replace them in order to store and hold the golden grain for an approaching period of dire necessity? Not so, indeed; for it is just possible, through the ways of Providence, that the coming year may even overtop the bounteous

harvests that have been so wonderfully prolific.

Then what of the surplus corn, particularly, which is a substantial food, in its various products, for man as well as beast? And how is it that our foreign neighbors are not seeking these shores for their grains as they always have heretofore? Is there anything wrong with the quality of the grain grown in the United States? Is it not equal and perhaps superior to that raised in other countries? Is it not properly cured for sending across the mighty ocean? Is the grading deceptive or is the inspection faulty? And what is the reason that there is but little if any demand now for the endless cargoes of grain which we can easily spare from the surplus and which only a few years ago were sent from our shores?

"There," one wise grain man says, "we hold our price too high; for if corn could be had at 45 cents a bushel the export trade would soon revive; for you know a merchant, whether at home or abroad, usually endeavors to buy the best goods at the lowest price, and when he cannot do so in the open market, he looks over the field and sizes up the situation and then makes his contracts with the people and the countries in which he discovers the greatest opportunity for a profit. If Russia, Austria-Hungary, or Argentina can offer the most attractive bargains, then our country does not stand much of a show, and never will until the surplus elsewhere is exhausted for foreign needs."

Another experienced man in the grain trade insists that, "Our grading and inspection is not only loose and irregular, but at times has a tendency to deceive the foreign buyers. While grain is shipped abroad from this country on grade or inspection certificates, the Argentine Republic practically guarantees its quality at inspection upon arrival at any of the foreign ports. This feature and rule in itself gives the foreign merchant the special privilege of examining the article after it reaches its cargoed destination, and that system which is now in vogue in other countries gives them some advantage over the inspection certificate plan in this country."

The lack of uniform grading and inspection of grain throughout the principal market centers of the United States has been assigned as one of the principal causes that has turned foreign buyers against us; and an instance is cited, to show the careless manner of grading grain, that a shipment of old corn as No. 2 yellow, from an interior point to one of the terminal markets, a short time ago, was carefully sampled and examined by an expert, who found 21 per cent of rotten grains on the cobs as the average, when under the Grain Dealers' National Association standard rules but 5 per cent is allowed for inferiority in condition. There are some who say that either uniform grading is an absolute impossibility, and, like the much talked of and bothersome tariff, can never be arranged or revised to satisfy every interest, it being, as General Hancock once said, "a local question and matter, pure and simple"; still it is just possible that in the eagerness to make sales of large quantities of grain not enough care is taken in the grading conditions to suit the critical foreign buyers.

The grain exchanges and grain committees, after years of exhaustive conferences and elaborate discussion, have come to no fixed conclusion as to any practical system of uniform inspection of grain; and it is now given out that the new congress will take this matter up and settle it once and for all time. While the exchanges and boards of trade seem in a general way to be opposed to the appointment of a national inspector, yet it is believed that Federal inspection of grain will win out in the end.

At the last meeting of the Chief Grain Inspectors' National Association, held in Chicago, at which President E. H. Culver, of Toledo, presided, the Grain Dealers' National Association was invited to appoint a supervising inspector who should visit and investigate the systems of inspection at the various markets of the country and report to the organization. Every inspector present agreed to render assistance. But for some good and sufficient reason the proposition was not accepted.

Still further, it has been suggested that a na-

tional representative who is thoroughly posted in grain matters be sent abroad by the shippers and export interests to ascertain if it is not possible to bring about closer relations between the foreign buyers and the export trade of this country.

If there is anything to be done that will pave the way for a revival of the great export grain trade

THE ERIE FLOATING DRIER.

The Ellis Drier Company of Chicago has recently completed the erection of a floating grain drier for the Erie Elevator, Jersey City, New Jersey, photographs of which are here reproduced. The plant has awakened interest not only in New York City



VIEW FROM ERIE DOCKS, SHOWING FLOATING DRIER PLANT IN OPERATION.

that was once the pride of this land, it should be formulated speedily, ever being reminded of the fable so forcibly put forth by old Æsop, of Jupiter and the Waggoner, concluding "that the gods only help those who are determined to help themselves."

MONTREAL'S EXPORT TRADE.

Montreal, like our own Atlantic ports, suffered in her grain export trade in 1910. The total shipments of wheat for the year declined 5,700,000 bus. While corn and oats show increases of 2,221,000 and 2,831,000 bus., respectively, peas, barley, and buckwheat all show decreases.

Keen competition from foreign exporting countries, which tended to depress values in the English markets very frequently during the season below prices in the Canadian market, was probably the principal factor in the disappointing falling off of Montreal's grain export trade, says a report to the N. Y. Evening Post. The profit of exporters during the first three months of the season was more than lost in the last five months of the season. A large amount of Canadian grain was diverted from Montreal by inducements offered in ocean freight rates from United States ports, and the movement was further affected by the inland rate from Fort William to Buffalo; yet the port of Montreal held its own fairly well, the aggregate volume of business done showing a net decrease of only 1,100,000 bushels, as compared with that of the previous year.

There were no exports of rye or flaxseed, as in former years. The totals of grain exports for the season are as follows: Wheat, 20,239,412; corn, 2,700,638; peas, 28,168; oats, 3,304,588; barley, 445,319; buckwheat, 141,143, making a grand total of 26,859,268 bushels. The wheat exports were to the following places, in the order named: London, Liverpool, Glasgow, Bristol, Manchester, Antwerp, Leith, Rotterdam, Hamburg, Belfast, Dublin, Mexico, Havre, Hull, South Africa, Newcastle, Mediterranean ports, Tyne Dock, Genoa, Naples.

Boston's grain shipments for 1910 were the lowest in ten years and were under 10,000,000 bus., against 31,000,000 in 1901.

but along the entire Atlantic Coast, as it is felt to be the solution of many perplexing problems arising from the congested condition of water frontage surrounding the majority of seaboard terminal houses which have no facilities for handling off-grade material. The drier is equipped complete and can be moved about the harbor and adjoining slips

below deck and so placed as to allow a fair sized engine and boiler room with ample space about the fans and coils. The screw conveyors receiving grain from the driers and cooler, also the intakes, are above deck, assuring absolute cleanliness in the engine and boiler rooms. A Sturtevant 3-K.W. direct-connected engine generator supplies a complete lighting system and permits night running, should the occasion demand. The walls and ceiling are painted a light gray, which adds materially to the appearance and lighting effect. The boiler is supplied from a 60-ton coal bunker hoppers to the deck.

Particular attention was given to the design of the building in order that the galleries and stairways may be of sufficient size to afford ease in the operation of the plant. The housing, driers, cooler, conveyors, legs, and garners, weighing 90 tons when filled, are supported on a heavy steel superstructure which distributes the load on 12x14-inch bilge timbers. Vibration even on the upper garner floor is barely noticeable; in fact, so silently and smoothly does the entire plant run that a person standing directly alongside the dock might be unaware of its operation.

The complete plant is constructed in three units; to wit, two drier units and one cooler unit, each unit being 26 feet 8 inches high, 3 feet wide, and 8 feet 7 inches long. The machines are constructed entirely of steel and all movable parts are galvanized as a protection against the deteriorating effect of Atlantic Coast weather. Each unit is connected to a special Multivane Steel Plate Fan capable of throwing 50,000 cubic feet of air per minute through the grain. The steam coils used are of a peculiar type adapted for the utilization of exhaust steam. A 16x16-inch Trenton Reeves High-Speed Automatic Engine drives the three fans, the conveyors above and below the driers and cooler, and also the receiving, cooler and shipping legs. Steam is furnished to the engine by a marine-type tubular boiler.

The cooler is of similar construction to the drier, excepting there are no steam coils attached. All condensation is returned to the boiler by means of an automatic receiver pump. A live steam header, together with drip connections, traps, tanks, etc., is connected to the coils for use in very cold weather.



FIRST GALLERY SHOWING LOWER DRIER HOPPERS AND RECEIVING SCREW CONVEYOR.

with perfect ease, its sea-worthiness having already been thoroughly tested by several northeasters and the tail end of a West Indian hurricane.

The barge itself is 114 feet long over all and 34 feet beam, while the driers and cooler are protected by a heavily braced frame building 42 feet high and 36 feet long. The boiler, engine, coils, fans, receiver pump, traps, bilge pumps, generator, etc., are

All steam connections and headers are covered with the best grade of magnesia covering.

The plant has a drying and cooling capacity, when removing $7\frac{1}{2}$ per cent of moisture, of 750 bushels per hour. The machine can be so accurately adjusted as to remove a percentage of moisture as low as one-half of 1 per cent and yet do it in such a manner as to dry each kernel alike. It is also in-

teresting to note that the conveyors used in connection with this plant are all of the screw type, made possible by the utilization of a low-drying temperature, which does not render the corn brittle and subject to breakage.

The amount of returnable exhaust air from the

drier to move down the grain columns at the same speed. This even flow is effected by the aid of gravitation only, there being no reciprocating racks requiring power for their operation. Excellent provision has been made to clean the machines from sticks of wood which might obstruct the flow of

NEW ELEVATOR AT PHILADELPHIA.

The Pennsylvania Railroad on January 3 announced, says the Philadelphia Ledger, that one of the first new constructions of the company for 1911 would be the erection of a first-class elevator, to exceed the storage and handling capacity of the P. & R. Road at Port Richmond.

The Pennsylvania wharf facilities at Philadelphia are now taxed to the utmost; and it is said that the plan contemplates an enlargement of the company's terminal facilities for export trade.

The grain elevator now operated by the Pennsylvania railroad at Washington avenue is one of the oldest in the country, while the one at Girard Point is said to be in such condition that only one side can be used, officials fearing that if the other side was dredged it might cause the elevator to topple over. The maximum daily capacity of the Pennsylvania Railroad in handling grain is about 210,000 bushels in twelve hours, whereas the Reading in ten hours can handle 600,000 bushels. The congestion of freight along Delaware Avenue has been recognized as one of the serious drawbacks to a healthy expansion of the port, while the warehouse facilities of the company have for years been known to fail to meet requirements.

This announcement is particularly agreeable to the Commercial Exchange. "We have been urging such a plan for a long time," President S. L. McKnight said, "and have repeatedly pointed out the urgent need of more piers and better elevator facilities."

GRAIN BAGS ON THE COAST.

The farmers of Washington have rejected a bid to furnish them with 4,000,000 grain bags, and invited new tenders. The price a year ago was \$5.47½ per hundred; the lowest bid this year is said to have been \$5.80.

Meantime the state bag shop is under fire from Samuel Hill, a "good roads" promoter. Declaring that it costs the state 8.1c each to make bags, he thinks the convicts in the bag shop could be more profitably employed on the roads. In the fear that their advantages in buying low-priced grain bags may be lost, the farmers will demand an investigation of Mr. Hill's statement and at the same time demand that the prison mill be run to its



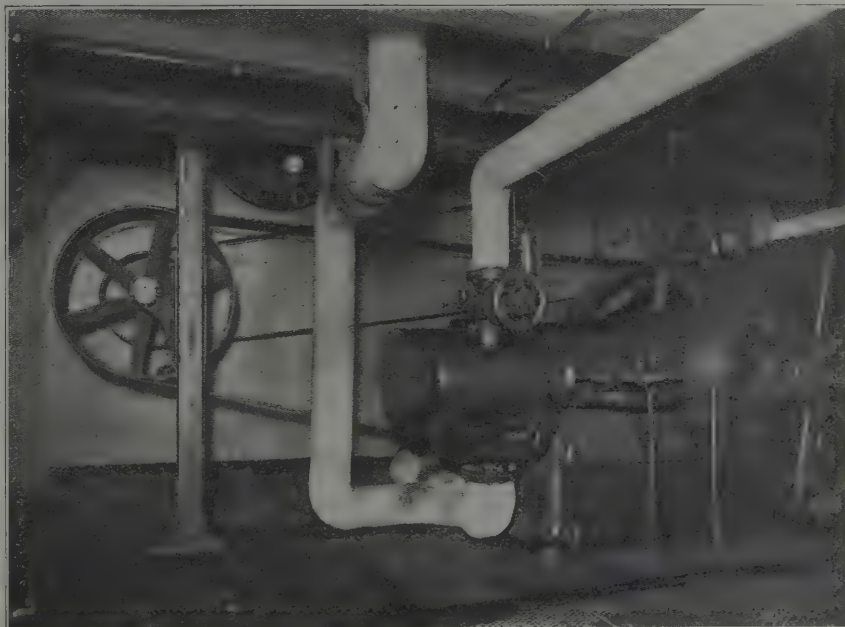
SECOND GALLERY, SHOWING FACE OF TWO DRIER UNITS.

driers is regulated through the return intake, and if necessary all the exhaust air may be returned. All louvres as outlets for the exhaust air are constructed of galvanized steel and are made adjustable, as are also the intake louvres which permit of an exact regulation of the amount of exhaust and natural air to be delivered to the fans. This regulation is of great importance, as in connection with the feed valves in the lower hoppers it is possible to remove a very small percentage of moisture, a thing absolutely essential when doing custom work.

The Erie Elevator is an old style house and has no belt conveyor system for the purpose of transferring grain from one end of the house to the other, and it was for this particular purpose that this drier was designed. It is now possible to throw off-grade material into any of the outside bins and by means of a capstan engine the drying plant can be moved into a position to tap any one of these bins, the dried grain being immediately spouted back to a receiving leg within the elevator. In operation grain is spouted to the barge and runs into the receiving hopper located partly above and partly below the deck, and thence it passes to the receiving leg which carries it to the screw conveyors above the drier garners. All conveyors above the driers and cooler are designed to automatically fill the garners to their full capacity. The dried grain on passing from the driers is dropped to the receiving screw conveyors and then passes to the cooler leg by which it is elevated to the cooler garner. After passing through the cooler the finished product enters the shipping leg and is spouted back to the elevator.

The entire plant is run as a continuous machine; that is to say, the flow of grain from the driers and cooler is constant, the rate of flow being regulated by single-slide valves in the lower hoppers. An even drop of grain through the driers and cooler is accomplished by a peculiar arrangement of baffle plates which compel every kernel of grain in the

grain, as all baffle plates, slides, etc., can be instantly removed without the necessity of shutting down. Hand holes are placed conveniently in the spouts leading from the driers and cooler so as to



ENGINE DRIVE AND SIDE VIEW OF FANS AND HEATER CASINGS.

allow for constant testing of the grain driers during the process of drying.

Work on this plant was commenced on October 17 and completed on December 17, 1910.

Philadelphia exporters are said to have sold 2,000,000 of new corn for export, delivery to be completed before April 1.

full capacity. A report of the State Board of Control for the biennial period ending October 1, 1908, shows that grain bags were sold as low as 6½ cents apiece. That same report shows a gross profit for the jute mill of something over \$16,000.

Chicago's run of over 10,000 cars of corn was the heaviest for December in ten years.

[For the "American Elevator and Grain Trade."]
THE GRAIN TRADE OF THE PAST.

BY DANIEL McALISTER.

In compliance with your suggestion that I write a series of brief articles setting forth my experiences as a grain dealer during the last fifty years, I find myself slightly at a loss to know just how to begin. My first observations, however, along the line began in about 1844, when Jas. K. Polk was a candidate for the presidency, and when the public waterways of our country and state constituted the chief political interest of our people. The Muskingum River of Ohio had just been made navigable by the construction of locks and dams, and through it the surplus grain supply of that region found exit by flat-boat through to the Mississippi, to the Gulf, and thence by ocean vessels to the East and to markets of the world.

I watched the building and loading of those little boats; and I may have something later on to say along that line. There were no railroads to the East as yet, and all our surplus had to go by water. Until 1853 all grain that went from Columbus went first to Cleveland by canal, or south by river to New Orleans. All the mills and grain receiving points were built on the canals; but soon there began to be a change.

In 1853 and 1854 the Baltimore and Ohio Railroad began carrying grain in a limited way from this part of the country to the seaboard, and the canals began to fall into disuse. Warehouses were quickly constructed at stations on the lines of rails and farmers soon found an outlet for their grain in the better way. Many of our old-time dealers, however, clung to the forlorn hope that the "rush" would be but temporary; and, therefore, struggled on to hold their trade down there on the canal; but progress had come in to stay, and those who failed to join with it—get in the "procession"—lived to see their trade and property holdings slip away from them. I saw the progress coming and joined the procession, too, to some extent.

As a boy I took the bag of corn on horse-back to the mill; and later used a "push-cart" on the streets. Then, as a dealer, afterwards, I have stood and watched a train of many cars start out upon its way to market from our warehouse here.

I note progress, too, the more, in this: At first we bought on margins of ten cents a bushel straight on corn, and sometimes twenty-five on wheat. What are the margins of today? Let dealers answer this; but such is progress. Dealers know, too, how when cars are scarce the "yard men" hold their hands for "graft." I have seen the cars slip by me to my neighbor day by day, and all because of bribery. I have seen the "needy one" who, after being helped, could turn upon his "friend" and rub the sand and cinders in his eyes. Many I have met cared nothing for their word nor for their contracts—very little for their oaths; and, yet, I have met those who thought about the "pillow" they would find upon their dying bed. I am in my seventy-fourth year.

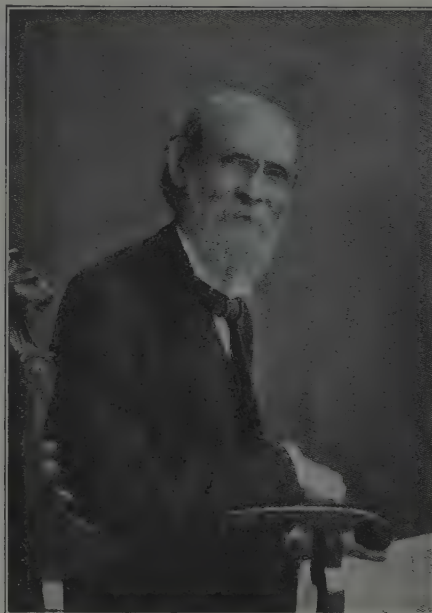
It seems almost incredible, but it is a fact that in all of the world's history, so far as we know, the forwarding of grain and other farm products from this part of our globe began in about 1840, after the construction of our state canals and the national improvement of our streams and waterways.

My first experiences along the line, or, rather, my first observations (for I was too young then to take part in the work), were when my father, as a stone mason, worked upon the locks and dams of the Muskingum River in 1842, and the eager prospective dealers were constructing the "flat boats" that were to carry the already increasing crops from local points to the Ohio River, and thence to the Mississippi and to New Orleans. I well remember seeing them, and the sturdy farmers thereabouts, with two, three, four, and sometimes five yokes of oxen, pulling through the woods and down along the streams the "gunnels" for those strong but roughly made-up little crafts. The forests there and then abounded in fine poplar trees, the trunks of which were two to four feet through and eighty to a hundred feet in height. These trunks were sawed in

halves, from end to end, and squared up on the outer sides till they were made twelve inches thick. The broader end was then swung up beneath an axle, between two giant wheels; and thus each piece was taken to the river, as described above.

I have seen those yellow timbers bend like ribbons, when passing over the knolls and through ravines upon the snow; and I watched the building of those structures, too, with boyish interest, hoping some day I might do the same myself.

Compartments in each boat were made beneath the deck, like stalls in stables, each adapted in its size and neatness to the goods it must contain; and they were filled with wheat, corn, oats, beans, potatoes, apples, pork, wool, hides, pelts, jugs of maple syrup and cases of honey—anything the farmers had to sell; and all were bought at prices, too, to net the captain fully two to one, a hundred per cent or more. There was no opposition, and the farmers took just what the captain offered them. It took two months or more to make a trip, and three or four men to control the boat. In going down, they floated with the stream, and traded some at almost every point. At New Orleans the stock was sold



DANIEL McALISTER.

and the boat—why, it went like an apple core in a crowd of hungry boys, usually bringing more than it originally cost; so that the captain had nothing to encumber him on his way home but money.

These were some of my earliest experiences; but the work didn't last long. Completed improvements on the river gave connections with the canals and outlets for farm products in another way; so that the producers themselves got most of the profit that had been going to the captains of those "Carrion Crows," the flat boats. Conditions at home though changed slowly. The farmers lived in plainest style; and while they had plenty of wheat, pork, eggs, milk and butter, yet they lived chiefly on corn bread and cornmeal mush and milk. This habit grew, perhaps, because of their imperfect flouring mills, which didn't seem to handle wheat as well as corn or get from it as good results; and yet the meal they ground was not put through a bolt—we had to use a sieve at home.

Let me describe one of those mills to you, for I was there, ah! many times:

A PIONEER MILL.

Away back "in the 'forties,"
 On dear old "Big Run,"
 At the foot of a forest-clad hill,
 There stood a quaint structure
 (Once mighty affair)
 Familiarly known as "The Mill."

One side upon posts
 Resting down on the rocks,
 While the other was based on the ground;
 And the water that flowed
 Through an old wooden spout
 Drove the over-shot wheel round and round.

And the little old "buhr,"
 With its hurry-up grind
 And the "clickety-click" of its "shoe,"
 Made music for boys,
 As we ate our "parched corn"
 And awaited "our turn" all day through.

Yes, and sometimes when late—
 Though our "turn" had just come—
 "Old Limpy," the Miller, would say:
 "The dam has run dry, boys,
 I'll have to shut down."
 And we had to go back the next day.

And this was a typical
 "Pioneer Mill."
 "Where is it," you ask me, "today?"
 Aye; and where is the Miller?
 And where are those boys?
 "All things," we are told, "pass away."
 Columbus, O.

"THE EMBATTLED FARMERS."

A notable descent was made by the farmers of Canada upon Ottawa, the capital of the Dominion, on January 15, when several hundred accredited delegates were present at a convention assembled from all the agricultural provinces, from the Maritimes to Saskatchewan. The meeting, which was called the National Council of Agriculture, was held behind closed doors, only the resolutions themselves being made public. These demanded the following:

1. Reciprocal free trade between the United States and Canada in all horticultural, agricultural and animal products, spraying material, fertilizers, fuel, illuminating and lubricating oils, cement, fish and lumber.
2. Reciprocal free trade between the two countries in all agricultural implements, machinery, vehicles and parts thereof.
3. An immediate lowering of the duties of all British imports to one-half the rates charged under the general tariff, whatever these may be; and that any trade advantages given the United States in reciprocal trade relations be extended to Great Britain.
4. For such reduction of the remaining preferential tariff as will insure the establishment of complete free trade between the Dominion and the mother country within ten years.
5. That the farmers of the country are willing to face direct taxation in such form as may be advisable to make up the revenue loss under new tariff relations.

All these demands received the unanimous vote of the delegates. Some others were carried by a majority vote only, such as the demand for government ownership and control of terminal elevators; for a government-built and operated railroad to Hudson Bay; for the establishment by the government of a chilled meat industry in western Canada; for amendments to the railway law, which would tend to lower rates and compel companies to pay for stock killed on tracks under any circumstances; for a bill to facilitate the formation of co-operative societies, and that bank charters should not be renewed for more than one year.

Sir Wilfrid Laurier in replying to the demands said no change would be made in the tariff until the negotiations now in progress for a reciprocity treaty with the United States had been completed; that the elevator project was an impracticable one; that the government is prepared to construct the Hudson Bay Railroad; and he advocated further enlargement of the Welland and St. Lawrence canals, or the making of a new canal *via* Georgian Bay and Ottawa River.

The Council presented its resolutions and memorials to the ministry in the house of commons. The farmers occupied every seat on the floor and filled almost every seat in the galleries with the exception of the senators' gallery, which was occupied by officers of the Canadian Manufacturers' Association.

Sir Wilfrid Laurier sat at the head of the clerks' table, and back of him, on the steps of the Speaker's dais, sat the ministers. D. W. McQuaig, president of the National Council of Agriculture, presided. The first three hours were spent in presenting the demands as to Government construction and operation of the Hudson Bay Railway; government ownership and operation of the terminal grain elevators, in which demand the millers of eastern Canada joined; government control of the chilled meat in-

dustry; and amendments to the bank act, interest in the latter was apparently languid.

The memorial on free trade and reciprocity by Mr. McQuaig, which came as a climax, was a document of six thousand words. The reading of it was closely followed by Sir Wilfrid and the ministers. The keynote was the statement: "The purchasing power of a bushel of wheat is reduced 15 cents by our fiscal system."

It was followed by half a dozen speeches by Westerners and Easterners, but the bulk of the talking was done by the Western grain growers. The whole tone of the speeches was that the farmers were not there asking favors, but asking for their rights and for justice; and they repeatedly said that if they did not get them now they would keep up their work of education until they got what they wanted, free trade. Then Laurier made his reply, in which, among other things he said: "You have started a campaign of education, and perhaps I may myself be the first to be educated to believe in government ownership, but on the ques-

NEW HOUSE AT ST. JOHNS, MICH.

One of the best grain elevators in central Michigan is that shown in the accompanying engraving, owned by John C. Hicks at St. Johns on the Grand Trunk. It was recently erected for Mr. Hicks by the Burrell Engineering and Construction Co., Chicago, and is a house the builders as well as the owner are rather proud of. The main building is 24x120 ft. in size and 84 ft. high to top of the elevator legs. The storage capacity is 50,000 bushels, which may be increased at any time without altering the general plan of the elevator.

The house being located in a country that produces a variety of products that go to market through an elevator, the equipment is correspondingly various. There are three dumps on the south side of the house, all protected by the shed over the driveway. The one nearest the street is for oats which are run from the sink through a separator before being binned, the screenings being returned to the farmer. The cleaned oats are weighed

time both the wagons unloading and several others waiting to unload. The railway service track is on the opposite, or north, side of the building. Inside for employees' use is a man-lift. In short, the designers have omitted nothing essential to the safe and economical operation of the plant.

The annex to this fine plant consists of a line of three warehouses (one, standing nearest the west end of the elevator, being of concrete) used for storing lime and other commodities that are handled from and to cars standing on the adjoining track. A coal shed may be added later on.

The office looks especially attractive, with its clean white paint, generous windows and, in summer, a nice lawn around it. The scales are under cover, with the beam inside the office and behind a large window through which both the weighed and the weigher may watch the process of weighing.

The business is an old one in St. Johns, where more than fifty years ago, John Hicks, father of John C. Hicks, began business when the D., G. H. & M. R. R. reached St. Johns (1857). He had previously bought wheat for some years at Dewitt, which he hauled in wagons from Dewitt to Detroit. Before his death, although burdened with other cares, he conceived the plan of this house as a sort of memorial of himself in the "home town" where he lived, and his son has made it worthy of the man who, even if he did not expect long to operate it, wanted to build because it would be an addition to the town's business facilities.

ATTACKING THE MIXERS.

Warehouse Commissioner Castle on December 12 began an action against the Thunder Bay Elevator Co., Ltd., of Fort William, Ont., alleging that the company had in December, 1909, violated the provisions of the terminal elevator laws, by making a false report of the conduct of its business, in that it had made in its report "an untrue and incorrect statement to the complainant, as Warehouse Commissioner, of the quantities of 1, 2 and 3 northern and No. 4 grades of wheat, respectively, in store in its warehouse at Fort William for the week ending December 10, 1909, such warehouse having been declared to be a public terminal elevator, and the said Thunder Bay Elevator Co., Ltd., being a warehouseman thereof, and the said warehouseman having been directed by this complainant to furnish said statement."

When the complaint was subsequently heard by the magistrate, the court threw it out, by upholding the defendant's objection that the court had no jurisdiction because the action had not been commenced within six months of the date of the alleged offense, "as plainly provided in the criminal code with respect to all cases under the summary convictions section of the code."

The farmers are said to have complained of this particular company as mixers who have carried on that business for several years; but as to the charge under consideration, the defendant company holds that, as it is operating under a county elevator license, it is not legally in the "terminal elevator" class. Mr. Castle, the Warehouse Commissioner, ruled that it came under the latter class. Davidson & Smith, the owners, could not agree with him, hence the action in question.

The Rice Growers' Association—the new growers' "trust"—of Texas has been working into shape with W. B. Dunlap, Beaumont, president, and W. C. Wilkins, Jennings, La., secretary. Offices with local managers to "round-up" the growers will be opened at Havalin, El. Campo, Eagle Lake, Bay City, Orange, Jennings, Lake Charles, Welsh, Crowley and the river towns in northern Louisiana where rice growing is still a new but most promising industry. A rice exchange will be maintained at Beaumont where rice samples may be shown and where buyers and sellers may come together. Up to January 1 about a million bags had been contracted by farmers to be sold only through the exchange. This is about two-thirds of the crops now in growers' hands.



NEW ELEVATOR OF JOHN C. HICKS, AT ST. JOHNS, MICH.

tion of government operation I may not be persuaded so easily.

"I perceive that it is to the terminal elevators and to the tariff that you attach the greatest importance. I listened with great interest, as everybody did, I am sure, to the very admirable paper by Mr. Greene (secretary of the Manitoba Grain Growers' Association). He stated, if I remember aright that the delegation represents an agricultural wealth in the Western province of at least \$300,000,000. If we reflect that the farmers who are here from the Western prairie have been in Western homes not more than twenty years each on the average, and that in that time they have advanced to the position of owning \$300,000,000 worth of property, it does not argue a very bad position after all, if this can be taken to represent the average wealth of our agriculturists throughout Canada. Even if things are not quite as bright as they might be, they are, after all, not so bad.

"You ask for free trade relations with our neighbors, but I suppose you would accept it by formal treaty rather than not at all. As to freer trade relations with the United States we are one with you, and I am happy to say that at this moment we are in negotiation with our neighbor for this very object—to improve the trade relations with our neighbors. But I must say that this is not so easy to obtain as you may realize."

on an automatic scale before going to the bin. Wheat, at the next dump, is handled in the same way, the elevator buying the screenings of neither oats nor wheat.

The third bin is for beans, the handling of which itself constitutes a considerable business for the elevator. The picking machinery includes a Giant Picker with rubber carrier belts and a Gibbs Gravity Picker and Polisher. The beans are elevated and conveyed to the picking department at the farther end of the building, where there are 40 electric hand pickers at work during the season. When picked the beans drop into a bin on the first floor, where they are bagged, the automatic scale loading exactly 165 lbs. into each bag.

Each of these three dumps has its own sink, elevator leg, cleaner, automatic scale and conveyors, and is worked independently to avoid mixing of the products handled. On the main floor there is also a power clover seed cleaner, a machine not often found in the country elevator.

The building stands over a well-lighted basement built of concrete. Here the electric motors are located, which take power from the city power plant and distribute it to the several machines in the building, all current wires being carried in insulating tubing. The building itself is iron-clad, the material being a rust-proof galvanized iron. The covered driveway will accommodate at one

[For the "American Elevator and Grain Trade."]

THE CHICAGO BOARD OF TRADE: ITS USES AND ABUSES.

II.

BY JULIAN KUNE.

The changing of the hours of meeting from 11 A. M. to 12 M. did not have the desired effect. It is true, there was an increased attendance immediately after the change was made, but as soon as the novelty wore off the daily attendance began to dwindle away again until it almost reached entire extinction. Thus the Board for several years kept on struggling for existence. There were days when only one member was present at the session, and that was the president. And here let it be said that it was the persevering and sturdy characters of these pioneer presidents of the Board that prevented the infantile institution from prematurely giving up the ghost.

When in 1851 the membership of the Board had reached in the neighborhood of four hundred, not quite half of whom were active members, it was deemed desirable to secure larger quarters, although those attending the daily sessions could have been easily accommodated in one single room not larger than the secretary's room of the present organization; but appearances had to be kept up, and the dignity of the struggling Board had to be maintained. So a larger hall in a building at the corner of South Water and Clark Streets was secured. This change of location took place in 1852, when George Steele was president and Jno. C. Dodge secretary and treasurer. At the next annual meeting, with Thomas Hale as president, the business hours of the Board were again changed from 12:30 P. M. to 10 A. M., and the secretary was instructed to provide refreshments for those who attended the daily sessions. It is most remarkable to note how much this order increased the daily attendance at the sessions. It proved a veritable magnet to most of the citizens of the town. At times the crowd in front of the keg of Sand's ale was so dense that some of the directors had to help the secretary to pass the glasses filled with the foaming beverage to the waiting crowd. It goes without saying that crackers and cheese did not have to be passed around, as they were free to all. But while the directors were congratulating themselves on the happy solution of the problem of increasing the attendance from a mere baker's dozen to hundreds, the treasurer of the Board could see the breakers ahead that might involve the institution in hopeless bankruptcy. It was amazing to see the crowds that flocked into the rooms of the Board, then over Purrington & Scranton's store on South Water Street, every day at about 10 o'clock in the morning. This hall had been rented at an annual rental of \$250, which was thought by many members to be very excessive, who doubtfully shook their heads at such an extravagance. In order to allay the fears of these doubting Thomases, the janitor of the rooms, by the name of W. D. Wilson, was given free use of the rooms, in consideration of his taking care of them. During this period the bushel measure was replaced by weight measure; and a reading room was established where the local dailies and New York and Buffalo daily papers were kept on file.

CHICAGO IN 1855.

It was during the spring of this year (1855) that the writer came to Chicago, which was then but a struggling town almost buried in mud. No, I am wrong; it was buried in snow during that spring. Nearly all the plagues of Egypt were upon Chicago during that year. The Know-nothing Party was then in control of the city government, with Levi D. Boone as the first and only Know-nothing mayor Chicago ever had. The "beer riots" occurred during this year; wood was scarce and water even scarcer, for the only inlet to the water works at Chicago Avenue from the lake was frozen over and the pipes, which did not reach further than 100 feet from the shore, were filled with ice and sand. The police department was organized, and I was going to say that the Illinois Central Railroad, that thorn in the eyes of Michigan Avenue residents, was com-

pleted. As to urban transportation facilities—well, there were no transportation facilities other than a 'bus line and the *per pedes Apostolorum* (the transportation the Apostles used). The 'bus line went as far south as Twenty-second Street, or Ringold Place, as it was then called, on State Street, and west to Bull's Head, or the present Robey Street, on Madison Street. The Stock Yards were then on State Street just south of Uhlrich's Hotel, which stood on the southwest corner of State and Twenty-second Streets.

There was nothing in Chicago, during that dreary spring of 1855, that would encourage a young man desirous of growing up with the West, except the Board of Trade free lunches, which I attended as often as I could find it convenient. It did not, however, take much of a prophet to foresee that an end must come to such extravagant expenditure for crackers, cheese and ale.

The directors, aghast at the liberal patronage of these Board of Trade free lunches, after due deliberation, appointed a doorkeeper, who would critically scrutinize all those who would aspire to pass through the portals of the Board's rooms. I do not remember who was the first doorkeeper, but I know that my friend J. C. Howell, who in after years became a prosperous member of the Board, was one of the earliest doorkeepers. It must, however, not

was no statutory law compelling warehousemen to adopt said grades, and it was not until late in the '60s and during the beginning of the '70s that any attempt was made to establish grades to indicate the quality of all the grains dealt in. The present system of grading is the gradual outgrowth of years of experience on the part of both dealers and exporters. Owing to the laws of evolution, which govern the cereal kingdom as well as the vegetable and animal kingdoms, many improvements and changes have taken place in the cereals, both as to quality and weight; hence the grading had to be changed and improved upon, from time to time, so that the Chicago Board of Trade has now an unsurpassed system for grading wheat, corn, oats, rye, and barley. Instead of having but three grades of wheat, as was the case in 1856, there are now no less than twenty-three different grades; of corn there are thirteen different grades; of oats, sixteen, including clipped and chemically prepared; of barley there are ten grades. This advance, if there were nothing else, would show the great progress the Board has made in all the activities connected with the trade, thereby establishing the Board's enviable reputation for fair and equitable dealing. There were times when some greedy individual members of the Board, overstepping the limits of honesty and the rules of the Board, mixed inferior



LOADING GRAIN AT CHICAGO IN THE '30s FOR BUFFALO.

be inferred that the above enumerated drawbacks checked the onward progress of the Board's business. On the contrary, the greater the difficulties to overcome, the more intense were the combined efforts of those early traders. Large cargoes of wheat were shipped by lake to Buffalo, Oswego, and other lake ports by Charles L. Bissell and other wheat shippers. The river from its mouth to Twelfth Street was crowded with all kinds of craft during the spring and summer of 1855, waiting to be loaded with the wheat and other cereals that had accumulated there during the long winter months.

CHANGING THE METHODS OF WEIGHING AND GRADING.

As mentioned above, the Board had adopted the method of measuring grain by weight instead of by the bushel measure, but no regular weighmaster was appointed until many years afterwards, in 1872, when "Honest John" Wade, who was then hay inspector, was appointed to be the official weighmaster of the Board of Trade. It was he who laid the foundations of the present system of weighing, which is considered the best in this country and whose certificates are current all over the United States and in many European countries. All that is lacking now to make the weighing of the Chicago Board of Trade perfect is the adoption of the cental system, which would save much trouble and annoyance in our foreign export trade.

Prior to 1856, there were no standard grades of wheat, nor were there any for the other cereals dealt in on the Board. It was during this year that an attempt was made to establish a system for grading wheat. It went, however, only so far as to keep white, red and spring wheats separate: There

with the better grades of grain, but in almost every case the perpetrator of this dishonesty was shunned by the honest members and brought to punishment when it was possible to reach him under the existing rules of the Board.

RED LETTER YEARS OF THE BOARD.

The years 1858 and 1859 were "red letter years" in the life of the Board up to that period. The panic of 1857 had just passed away. With the exception of a few lame ducks, the Board as a whole had passed the crisis safely. It had now become a fully recognized center of the grain trade of the country, and it now considered itself well entitled to enjoy a legal standing among the various boards of trade of the country; hence it applied for and was granted a special charter from the legislature, empowering it to sue and to be sued; to make by-laws and rules for the government of its members, and to establish and enforce fair and equitable trading among its members. It was endowed with disciplinary powers to suspend or expel members for any infraction of its rules; in a word, it had full plenary powers of a court of law. There were many attempts made to curtail or to have the courts declare those powers invalid, but these failed every time, although they were carried at times to the highest tribunal of the land.

At this time the Board's home was in the New-house Building in South Water Street. It was further established as a rule that the business transacted on the Board should be done by resident business men of the city. There were many other rules adopted which are still incorporated in the

By-laws and Rules of the Board of Trade of today.

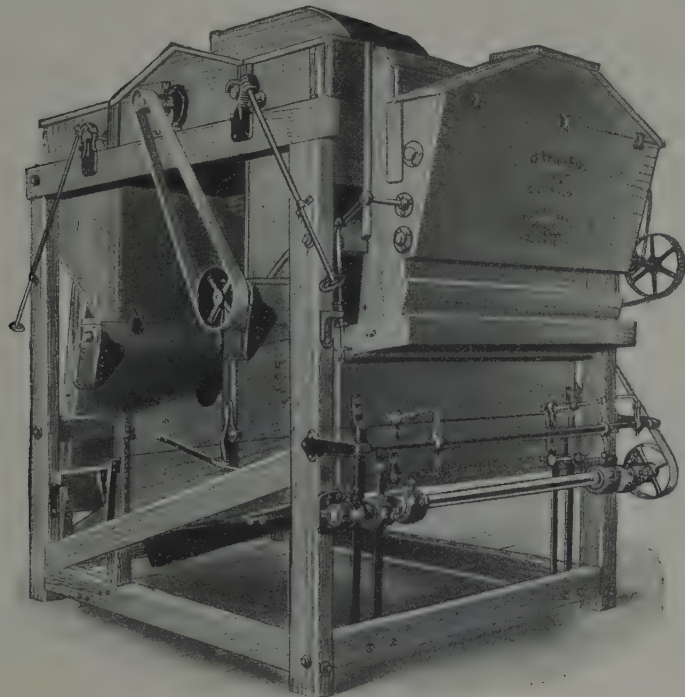
The Board was very fortunate in having at this time (1858 and 1859) for its president the late Julian S. Rumsey, a pioneer elevator man and grain dealer, whose love of justice and of his fellow man was brought to the surface in all his business transactions, and more especially made evident while he was a member of the elevator firm of Newberry, Dole & Co. in 1835, before Chicago became a full fledged city. There was a cargo of flour shipped to the firm to be sold on commission. Some individuals who heard of it offered to buy the whole lot, paying therefor \$18 a barrel. The firm becoming suspicious of such an extraordinary offer, divined the real purpose, which was to run a corner in flour, as the city's stock consisted of but twenty to thirty barrels all told, with no possible chance of immediately replenishing the stock, as navigation had closed and there were then no railroads, nor were there any stocks of flour accessible to the highways then entering the city. Their decision was taken quickly and was to the point: They flatly refused

pealed to the Kansas Supreme Court, with the result that the hearing was held in the Court of Common Pleas. An expense which will approximate probably \$1,500 to \$2,000 has been incurred for the county by the prosecution of the case.

BARNARD MALT CLEANER.

The Barnard Malt Cleaner shown in the picture is a machine that maltsters have found of special value, since its introduction among them, by the Barnard & Leas Manufacturing Co., of Moline, Ill.

In operation the malt passes from the hopper through a detaching device which thoroughly breaks up the masses of roots, sprouts, etc., and discharges the material upon a roller feeder, similar to that used in the company's Perfected Separators. This feeder delivers the malt in an even stream the entire width of the air separation upon the apron of the receiving sieve, which removes the coarse impurities and discharges them on one side of the ma-



BARNARD'S MALT CLEANER.

the bid and started to retail the flour at \$8.50 per barrel to those who actually needed it. That was preventing instead of running a corner in foodstuffs.

INSPECTOR ACQUITTED.

John W. Radford, former chief grain inspector of Kansas, has been acquitted of the charge of embezzlement of public funds which has been hanging over him for a year or more. It appears that Mr. Radford was the victim of a confidential, or chief, clerk, one A. D. Crotts, who handled the cash and on certain occasions signed the checks and who after the shortage was discovered disappeared for some time into Mexico. He was brought back by the prosecution. As a witness he testified that he thought he had paid some of his own grocery and tailor bills with money obtained on certain checks issued and signed by him with Radford's name.

The case was submitted to the jury without argument by Mr. Radford's counsel, and the verdict of acquittal was reached in about ten minutes.

Mr. Radford, an appointee of Gov. Hoch, held the office of state grain inspector for six years previous to the first election of Gov. W. R. Stubbs. The shortages were discovered soon after Gov. Stubbs took office and charges were brought upon those of several months, aggregating \$419. The Governor himself took an active interest in the prosecution. Two preliminary hearings were held before Judge A. A. Brooks in the North City Court of Kansas City, Kan., and one at Bonner Springs. Judge Smith's overruling of a motion to quash was ap-

chine. From this sieve the malt passes to the main sieve, which separates all the remaining heavier impurities, then the malt falls upon the sprout sieve where the sprouts, roots, etc., are removed. It then passes to the last air separation, the remaining lighter impurities are drawn off and the product discharged from the machine thoroughly cleansed and purified.

The sieves are provided with the sieve-cleaning device which keeps the machine open and insures positive and uniform work at all times. This device is something new and superior to anything heretofore designed for the purpose, every inch of the sieve being thoroughly cleaned several times a minute. The brushes which are under the sieve lift the trash out of the holes and cause it to fall over instead of assisting it to pass through with the grain.

Another valuable feature is the arrangement of the brushes, which prevent the perforated metal from sagging and insure a perfectly level sieve during its entire lifetime. The air separations also require more than a passing notice as peculiarly effective.

The machine is fitted with the latest style of chain-oiling bearings, which are dust-proof, have large oil wells, are fitted with brass grease cups and are of extra length. A smart set screw in the bottom of the well permits it to be cleaned whenever necessary. The boxes are made very heavy and strong and are babbitted with the best quality of babbitt metal. In short, the machine is built in the very best manner in every part.

CHICAGO WEIGHING DEPARTMENT DINNER.

The ninth annual dinner given by Chief Weighmaster H. A. Foss to members of the Board of Trade Weighing Department and their friends, took place at the Palmer House on the evening of December 17. Deputy weighmen, tally men and guests were in a holiday humor and if an excellent dinner and a cheerful host were not enough there was music by professionals and by the stringed orchestra of the department led by Deputy John Links to "keep things moving."

Mr. Foss presided as toastmaster and Deputy Walter Felt extended a warm welcome to the guests on behalf of the department.

Among those who responded to toasts were A. Stamford White, president of the Board of Trade, Deputy Duncan Boden, Hon. Louis J. Pierson, George F. Stone, secretary of the Board of Trade, S. J. Scotten, Judge F. L. Fake, J. C. F. Merrill, then first vice-president and now president of the Board of Trade, and Chester A. Legg, counsel for the Board.

One of the pleasant events of the evening was the presentation to Edward Andrews, chairman of the weighing committee, with a large bouquet of American Beauty roses by the "boys of the department," for Mrs. Andrews, as a slight compensation for the frequent absences of her husband from home in taking care of business connected with his office. The presentation was made by Duncan Boden for the department. Mr. Andrews, in thanking the department for the gift, said they would be properly delivered. It was closely bordering the midnight hour when Mr. Foss bade his guests good night; and another happy function passed into the department's history.

[For the "American Elevator and Grain Trade."]

THE DECENNIAL STATISTICAL WRANGLE

BY. P. S. GOODMAN.

"A rose by one name smells as sweet as by another," but Government crop reports are not the same thing every tenth year, when issued, one by the Bureau of Statistics, and the other by the Census Bureau. The first has the element of man's uncertainty—man's erring judgment; the other is the cold fact of actual results on the farm. The Census Bureau presumably makes the basis for the Agricultural Bureau report, or, at least, it should. The jealousy of man, the professionalism of occupation, that makes of the theologian a bigot, makes the crop guesser rise superior to the information gatherer; and hence we have a decennial row over the merits of the two reports. The Census Bureau usually comes out the loser, for the slow methods of compilation give us crop results three years after the actual harvest, while the Statistical Bureau of the Agricultural Department does not like to go back and turn over the figures that have passed into history. So, after a few months' wrangling we forget all about the crop which the farmers actually raised, and we continue to rely upon the guesses of the correspondents, adjusted by the traveling agent, and shayed or padded by the returning board at Washington; and then we get angry some time when a bull or bear, in the height of a speculative campaign, questions the data upon which we are trading.

Habits grow into customs and dogma into divine laws; so crop reports are regarded as infallible in some quarters. A year ago one of the veterans in the trade found fault with my reflections on the Government wheat crop report, and with utmost gravity said: "Don't knock the Government's reports; those fellows might put the trading under the ban." Just such fellows worshiped the Golden Calf and made John Dowie believe that his paranoia was an inspiration. I have just as much faith in an Agricultural Bureau crop estimate as I have in the statistical announcements of a political manager; both are founded upon the guesses of well-informed people, and are indications, not actualities. I do have great respect

for the decennial returns of the Census Bureau, for they are the aggregation of the actual.

We are running into a year that may give us the actual crops of the country for 1909, as the census taken last spring was based on the crops of the previous season. It may be that the results will not be available before another twelve months. The longer the delay the less attention, aside from curiosity, they will arouse; the less regard will be given them by the Agricultural Bureau, which should adjust its acreage figures and its yields thereto. The last census (1900) figures created somewhat of a furore in the Agricultural Department, for they showed how badly the Bureau had been run down from the annual addition or subtraction of guessing. A readjustment was attempted in the 1901 crop, just coming to announcement; and that final estimate made the preliminary look like thirty cents alongside of a new dollar bill.

The Agricultural Bureau was unwilling to acknowledge that it was in bad to so great an extent as the census revealed, and the adjustment was a sort of compromise, which was equal to a corrected but spoiled child doing half its allotted task. The superlative professional gentlemen at Washington, pigheaded as office-holders sometimes are, bullheaded as officials nearly always are, as much as declared defiance to the Census Bureau. The readjustment of the acreage and the yield was a sort of concession which, when interpreted, amounted to an emphatic declaration that both were wrong and a compromise was right. The wheat crop of 1899 being reported 20 per cent larger than the Bureau's compilation, the Bureau jumped the 1901 crop 9 per cent; the corn crop of 1899 was 28 per cent over the Bureau and the compromise was fixed at a less substantial increase for 1901—the drought probably making accurate work impossible. But the figures for 1899 and 1900 stand unadjusted; and seldom does anyone in the trade hear of the Census figures. The Bureau has the advantage over the Census department; it constantly has the eyes, ears and thoughts of the trade.

One can readily understand how the imposing compilers of the Nation's production can maintain a supercilious attitude towards the state bureaus which compile questionable matter from indifferent local assessors, but just why the proud and imperious should flaunt their shame in the face of the Census Bureau, can only be answered in kind by citing the brazen wench who turns up her nose at the man who knew her "back home." It is really a pity that the Government is so constituted that the bureaucracy of petty men cannot be straightened once in a while. What is the use of getting accurate agricultural figures if the Agricultural Department does not adopt them in toto as the marking place of a new arrangement? Everybody, including the crowd that collates the annual estimates, knows the estimates are approximations, and yet no one has authority to substitute the actual count.

In view of the coming report on the crops of 1909 it might be interesting to run back twenty years, and then drop along ten more, and see what were the guesses and what the actual returns.

Take the twenty year ago returns on the important crops which are measured in bushels. The acreage and production of the Agricultural Statistical Bureau and the Census Bureau compare:

1889—Bureau.		1889—Census.	
Acre.	Production.	Acre.	Production.
Corn	78,319,651	72,087,752	2,122,328,000
Wheat	38,123,859	33,579,514	468,374,000
Oats	27,462,316	28,320,677	809,251,000
Rye	2,176,493	2,171,604	28,421,000
Barley	3,220,834	3,220,834	78,333,000
Buckwheat	837,162	837,164	11,817,000
Potatoes	2,647,898	2,600,750	217,546,000
Total	152,788,213	142,818,295	3,736,070,000
Acreage, + 6½%; production, — 2%.			

The Statistical Bureau that year led the Census Department 6½ per cent in acreage, but the yield

per acre of nearly everything was much higher—an average of 8 per cent—making a 2 per cent greater yield on these products than the Census gave. The Bureau of the Department of Agriculture made slight changes in the subsequent years and showed a more liberal spirit in giving yields; and we have had the beginning of the theory that our land was becoming more productive, or farming more intensive; and on the average we have not yet got ahead of the Census returns for 1899. The subsequent decade was one of financial stress and general prostration; the high wage period had passed; the city was less attractive; and there was a shifting into the farther west and into the Middle West, as man turned to Mother Earth for a subsistence. The country knew that the soil was yielding more grain during that decade; the exports were larger; the population was growing; but the Statistical Bureau in Washington had been obsessed of one idea from the Census figures—the acreage was too high. The profound gentlemen who came and went from the desks of the Bureau through changes of administration handed down the tradition, and before the decade was over the trade was disgusted; and some of the petty little minds outside the Bureau, who respect the Government press stamp with the respect of a ward politician for the union label on a box of stinking cigars, sagely informed us that we were eating more meat and less wheat.

The "Book of Revelations" was opened on the 1899 products of the soil as carefully gathered from the producer by the accurate matter of fact enumerators of the Census Bureau. What a contrast! Here is the comparison of the same crops measured in bushels, the acreage and the production:

1899—Bureau.		1899—Census	
Acre.	Production.	Acre.	Production.
Corn	82,108,587	94,916,911	2,666,440,000
Wheat	44,592,516	52,588,574	658,534,000
Oats	26,341,380	29,539,698	943,389,000
Rye	1,659,308	2,054,292	25,567,000
Barley	2,878,229	4,470,196	119,635,000
Buckwheat	670,148	807,060	12,110,000
Potatoes	2,581,353	2,938,952	273,328,000
Total	160,831,520	187,315,683	4,599,013,000

The Census increased 32½ per cent in acreage over the 1889 figures; and 23 per cent in yield. The Statistical Bureau—the same fellows now running the game of guessing—increased 5½ per cent in acreage and 3 per cent in yield. The Census showed the country had 16½ per cent larger acreage than the Bureau gave it; that the yield was 22 per cent greater. Again the Census credited the farmer with a better skill in the productivity of the land than the Bureau chiefs through their reporting methods had established.

The Census Bureau was confirmed by an increase the country over of 16 per cent in improved lands and by an increase of 21 per cent in the number of persons engaged in agricultural pursuits. The guessing Bureau had no defense; it simply brazened out the Census returns, and made a shifting compromise.

In the past ten years the Agricultural Bureau has crawled along nicely; it has followed the rule of the previous decade, and has lifted its acreage to the 1909 period 26 per cent, and its yields 36 per cent. The report for 1909, being an estimate

figures may be interesting in showing the estimated progress of all kinds of products:

1909—Agricultural Bureau.	
Acreage.	Production.
Corn	108,771,000
Wheat	46,743,000
Oats	33,204,000
Rye	2,006,000
Barley	7,011,000
Buckwheat	834,000
Potatoes	3,525,000
Total	202,094,000

The decade was one of expansion, of higher wages in the cities, of a return movement to the centers of gayety, fashion and poverty. The population results thus far indicate that the agricultural side of the country stood still east of the Missouri and the Dakotas. Is the Bureau again wrong? Recent crops have been eaten at a great rate, and the petty little fellows who worship the Government stamp and cry "treason" when one questions the accuracy of Government dicta, now tell us we have become a great bread-eating Nation. Big crops ruined bear speculators as badly this decade as a small Government crop dented the Leiter fortune in the previous one. Things have gone by contraries in the grain business. A record corn crop was eaten up more rapidly than a small one, and another record corn crop is displaying high price marks on its apparel.

Are we to be disillusioned? I don't know; but I have an opinion that I may have unguardedly disclosed in this review of the past. We are able to peer into the condition of but two states and they are stand offs; so the whole matter is still in the realm of guessing. The general summary of Iowa show a loss of 1½ per cent in improved acreage

in the decade. Curiously enough the Agricultural Bureau shows a loss of 12 per cent in the measured crops named in the general comparisons. Indiana's improved acreage increased 1½ per cent in the last decade; its specified crops increased 6 per cent.

It has been unfortunate that only once in ten years has the Government obtained agricultural returns. It ought to make a compilation every year of the important crops, just as it now gathers the actual cotton outturn by interrogating the ginning concerns. We get a guess every December from the Agricultural Department, and sometimes that guess agrees with the ginning figures; sometimes it is far above, again far below—for two years pretty accurate; but is that only chance, like lightning striking twice in the same place? There is a brighter future, as every five years hereafter we are to get a Census of farm products; and if the Agricultural Bureau is forced by the demands of the grain trade and by the demands of the farming interests to revise its table to the Census returns of 1909 and to all subsequent census data, there will be less guessing, more stable markets, more equable prices, and improved temperaments of all concerned.

An Australian commenting on the perennial topic of farmers in that commonwealth, says that grain bags cost the farmer from 4c to 5c per bushel, "out of which they get returned to them the weight of the bags, that is to say, they sell the bags as wheat, and if the wheat is poor they get a little back. Then there is the cost of handling, which means that at the threshing machine extra men are required to lump the bags on to the wagons. Men are required at the railway station to unload the wheat and stack it awaiting trucks; then the wheat has to be loaded back into the cars and

handled a bag at a time. Cars are then consigned to the shipping port, where they have to again unload, and it invariably happens that the ship is not there to receive each car, and the wheat has to be again unloaded and stacked in the sheds. Then it passes, perhaps, over bag elevators into a boat, but a good deal of the Australian wheat is still loaded into the ships by means of slings. When the wheat reaches the other side, the bags are invariably cut open and the wheat emptied loose into a barge and the barge taken to the bulk elevator."

IN THE MIAMI VALLEY.

Among the old and substantial dealers in the famous Miami Valley of Ohio is J. W. Simmons, operating two large and well-appointed houses in Shelby County, to wit, at Pemberton, in the eastern half of the county and at Dawson in the west half, both houses being located in the Cleveland-Indianapolis Division of the "Big Four" Railroad.

The Pemberton house, a picture of which we show herewith, has a capacity of 60,000 bushels.



J. W. SIMMONS'S ELEVATOR AT PEMBERTON, OHIO.

It is equipped with steam power, three large stands of elevators, ear-corn loader, one large corn sheller, two large cleaners, one feed grinder, one set of Fairbanks Type-registering Wagon Scales, one hopper scale, 1,000 bushels' capacity, and railroad track scales. It has three large dumps and large crib for ear corn.

The Dawson elevator is a 50,000-bushel capacity house, equipped with two gasoline engines, one of 25 horsepower and one of 15 horsepower, three stands of elevators, corn sheller, two grain cleaners and hopper scales. So it will be seen that both houses are quite up to date in every way.

Mr. Simmons also handles in connection with the grain business at both places a full line of farm machinery, flour, salt, cement, fencing, posts and drain tile. All business and correspondence is transacted from the office at Pemberton, where all correspondence should be addressed.

The second largest load of grain ever dispatched from the Pacific Coast cleared from the Portland custom house in December, when the Norwegian tramp steamer Bjornstjerne Bjornson took 305,866 bus., more than 9,000 tons of wheat.

A St. Petersburg cable of December 17 says that John Hays Hammond is in that city and being received by the department of Commerce, Finance, Agriculture and Communications with distinctions usually given only to the head of an important foreign mission. He refuses to commit himself as yet as to definite schemes, but the Russian press credits him with the intention of proceeding forthwith with the construction of grain elevators to cost \$50,000,000.

[For the "American Elevator and Grain Trade."] CONSTRUCTION OF A GRAIN CONTRACT

BY J. L. ROSENBERGER,
Member of the Bar of Cook County.

A Kansas City grain company telegraphed to the Texas Star Flour Mills Company, offering sample red wheat at 1½ cents over Chicago May, f. o. b. Kansas City,—“Our weights and inspection within 10 days, shipment subject to your immediate reply by telegraph.” To which, on that day, the Mills Company replied by telegram, directing to express sample and make price 10,000 bushels No. 2 winter wheat. Thereafter the Grain Company answered: “We booked you 10,000 bushels sample red wheat 93¼ Kansas City,”—inquiring what routing the Mills Company wished. The answer made to this was simply a direction as to the routing of the cars. The following day an additional 10,000 bushels of wheat were sold on a telegram offer, which was accepted, the only difference in the two transactions being that the first shipment was “on our inspection,” and the second named one Hiddleston as the inspector. Both sales were by sample and on in-

Counsel for the Mills Company cited the court to a number of authorities based upon rules of law respecting implied warranties as to soundness and quality of a commodity or article sold; but they had no application here, as the Company declared upon an alleged expressed warranty. On such a declaration no recovery could be had upon a claim of implied warranty.

As to a statement contained in a letter written two weeks previously,—“You know the quality of our red wheat,” etc.,—it would be sufficient of this to say that, as the Mills Company expressly declined to enter into any contract based thereon, it ought not to fall back on that representation. Two weeks intervened thereafter before the Grain Company renewed by telegram proposals and the contract was closed upon what supervened, which was not for the sale of No. 2 wheat, such as had been sold the fall before, but by sample and subject to inspection. It was too absurd for serious consideration for the representatives of the Mills Company to put forth the claim that they understood the Grain Company was selling them the wheat as No. 2 hard, the same as that delivered in the preceding fall, when the evidence showed without contradiction that the market price of such wheat at the time was approximately three cents per bushel more than the price at which they were offering the wheat in question. As alert millers, they were well advised, from the daily market quotations, of the current price of such No. 2 hard wheat. The court knows of no recognized rule of law by which a statement made respecting the quality of an article offered for sale, where the one to whom it was made has declined to accept the proposal, can be carried forward and attached to a subsequent convention between the parties, evidenced in writing which does not mention such former assurance as an integral part of the present agreement. The law is to the contrary.

But counsel said that in one of the subsequent letters, wherein the Grain Company was trying to renew negotiations, it used the expression, this is “good wheat.” Aside from the testimony of witnesses, commission grain dealers on the Board of Trade, that such term has no defined significance in the trade, it is not too much to say that it has no legal force, as it is mere puffing.

The concrete case here involved was this: The sale was made by sample, subject to inspection at Kansas City. The Mills Company so understood it, for it asked that sample be forwarded. It accepted the offer and acted thereon, which stated, “On our inspection” and “Inspection by Hiddleston.” It approved the confirmation of the sales sent by the Grain Company, expressly reciting the fact respecting such inspection. In this case it is manifest from the correspondence that Kansas City was the place of delivery and the inspection was to be made there and by a designated person to determine whether or not the wheat corresponded with the sample. His certificate was to be the evidence of that fact, and, until set aside for fraud, it was conclusive. In addition to this, the Grain Company was not selling wheat on a written description but by sample. Wherefore, in the absence of any charge of fraud upon the part of the Grain Company in not having submitted the proper sample to the inspector at Kansas City, and in the absence of any charge that the sample sent by the Grain Company to the Mills Company did not correspond with the sample submitted to the inspector at Kansas City, the court must rule that the Mills Company could not recover as for breach of contract.

They are still quarreling in Austria-Hungary over trading in futures on the Budapest Bourse. The Hungarian Minister of Commerce is reported to be in favor of prohibiting such trading, but the members of the Bourse have succeeded in maintaining a strong opposition. From Vienna a suggestion has been brought forward in this connection, namely, that Austrians should be forbidden by law from doing business in “futures” on the Budapest Bourse, but it is difficult to see how such a prohibition could possibly be enforced.

spection on Kansas City board of trade. While the sample sent was not a large express sample as requested, it was received without objection made at the time to the smaller quantity; and the inspection was made as proposed at Kansas City. Confirmations of these sales were duly forwarded, the first reciting on its face that, “This contract is subject to the rules and regulations of the Kansas City Board of Trade,” and further stating on its face, “Subject approval J. J. Hiddleston.” The other contained the same recitations on its face. These confirmations were accepted on receipt, and returned without objection.

These confirmations, with the acknowledgements thereof, the United States Circuit Court in Missouri says (Texas Star Flour Mills Co. vs. Moore, 177 Federal Reporter, 744), were a clear recognition by the Mills Company, (1) That the transaction was subject to the rules and regulations of the Kansas City Board of Trade; and (2) that it was subject to Hiddleston's inspection. If the Mills Company did not so understand the telegrams and letters, the times for it to say so was on receipt of the confirmations. There is no more wholesome rule for the interpretation and application of such contracts between parties than to observe the construction placed thereon by them before any litigation arises between them respecting the same.

It would have been utterly unbusiness like and abnormal for the vendee to expect, or the parties to have intended, that the inspection of the wheat should be committed to the vendee at Galveston. By a well-established rule of law, the contract f. o. b. meant a delivery at Kansas City, and that was the place of inspection.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WANTED—AN OUTLET FOR IDAHO ALFALFA.

American Elevator and Grain Trade:—Owing to the live stock, both sheep and cattle, through the intermountain country being reduced to the minimum last fall in order to curtail the expense of winter feeding, the farmers are placed in this new irrigated section in a quandary as to where a market can be located for the abundance of alfalfa hay, also clover, that is now being offered at \$8.50 per ton baled f. o. b. immediate shipping points.

We take the liberty of writing in the hopes you may be able to furnish a remedy. The hay is perfectly pure and in A-1 prime condition and in quantity amounts to hundreds of cars. It would meet with perfect satisfaction throughout the middle western states, provided the price would permit the high freight charges.

Very truly yours,

HEYBURN GRAIN CO.

Heyburn, Idaho.

F. H. Adams, Mgr.

INSPECTION MUDDLE AT LOUISVILLE.

Editor American Elevator and Grain Trade:—There is a condition in the market at Louisville, Kentucky which shippers should take into consideration in making contracts with dealers there on "Louisville terms."

There are two systems of inspection there, one by the state of Kentucky, which is used by W. A. Thompson & Co., and the Board of Trade inspection, which is used by all other firms in that market.

The state of Kentucky's "Inspection Rules," as applied to corn, require that "No. 2 corn must contain not over 15 per cent moisture, and weigh not less than 55½ pounds to the measured bushel. No. 3 corn must test not less than 18 per cent of moisture, nor weigh less than 53½ pounds to the measured bushel. No. 4 corn must not test above 20 per cent moisture or be under 51½ pounds in weight."

The Louisville Board of Trade does not use the moisture test. The question arises, what are "Louisville terms"?

It would seem that the proper answer to the query would be, "Louisville terms" means, Board of Trade inspection and weighing, which is followed by all firms in that market but one, and "State of Kentucky terms," which is followed by only one firm.

Dealers will do well to specify in making contracts for shipment to Louisville, that the terms are, "Board of Trade inspection and weighing," or, "State of Kentucky inspection and weighing."

Truly yours,

S. W. STRONG, Sec'y,

Urbana, Ills.

Illinois Grain Dealers' Ass'n.

STATE LEGISLATURES.

Nebraska.—[From our own Correspondent.]—In the early days of the thirty-second session of the Nebraska Legislature indications are few that measures of advantage or disadvantage to the grain dealers of the state will be enacted. One bill alone has appeared, sponsored by the State Railway Commission. This provides that the demurrage claims of shippers against the railroads shall fall under the jurisdiction of the Commission rather than of the state courts.

This law was put through the legislature two years ago at the earnest request of grain shippers and dealers. They declared that the railroads charged them demurrage on cars but made no return for time delays in shipments. The law now requires that such shipments must be advanced at the rate of 50 miles a day, and in case of failure so to send the shipments forward the company shall deduct from the freight charges 1 cent per hundred pounds per day, with a minimum charge of 5 cents.

Amendment to this law is asked by the Commis-

sion because of complaints of shippers that unnecessary expense exists in getting restitution from the railroads through the state courts.

DEATH OF G. W. EHLE.

G. W. Ehle, one of the best known grain travelers of the central and middle West, passed away at Chicago on January 4 at the age of 63 years.

Mr. Ehle has been Western representative of Lamson Bros. & Co. of Chicago in Western territory for the past four years. He was born at Kenosha, Wis., on October 4, 1848, and moved early with his parents to Winona, Minn., where he graduated in the Normal School in 1866. He then engaged in the railroad business with the Chicago & North Western



THE LATE G. W. EHLE.

Railroad at Owatonna, Minn., until 1874 when he went into the grain business.

He first operated a line of elevators which he owned at points on the H. & D. division of the St. Paul Road making his headquarters at Minneapolis. In 1900 he sold out and removed to Chicago, taking a position as traveling representative for Ware & Leland. In February, 1907, he went with Lamson Bros. & Co. remaining with them until the time of his death. He leaves a widow and two sons.

Mr. Ehle always seemed to be a younger man than he was. He was young in feeling and was popular and energetic and had an unusually wide acquaintance with Western grain men among whom he was liked and respected for his principles of square dealing in all his transactions. He will be missed by very many friends in the trade.

Georgia's champion corn breeder is H. T. Bridges of Terrell county, who grew 1,341 bus. on ten acres.

Yesterday, January 14, was "Oats Day" in Kansas, when, at the invitation of the Kansas State Agricultural College, the members of the farmers' institutes, three hundred in number, met in their respective places to discuss the topic, "More Bushels and Better Quality."

During the crop year of 1909-10, the number of licensed elevators in Minnesota declined from 1,538 to 1,456. There was a decline of 100 in the number of line houses, a decrease of 38 independent houses and an increase of 19 in the number of farmers' houses, the latter numbering 224.

[For the "American Elevator and Grain Trade."] SOME NEW AND PROMISING LEGUMES.

BY N. L. WILLET.

There are several new things in the forage or grain line, concerning which I would be glad if you would allow me to say a word. There was a time, in the state of Missouri, for example, when the wheat crop was a single-year crop. The land produced one and only one crop per year, and fertilization was expensive. Then the bunch Whip-poor-will Pea was introduced, and two annual crops ensued. When the wheat crop was off, this early 60- or 75-day crop of "Whip" Peas was immediately sowed. These were afterwards mowed with a mower, when ripened. The hay, worth \$12 a ton, was baled and the peas were sold. Being a leguminous crop these peas enriched the land; and the wheat farmers found at the end of the year that they had a wheat crop, and with half the usual fertilization and half the usual guano bill, they had also a hay crop of about a ton and a half per acre, and they had also made twelve or fifteen bushels of Whip Peas to the acre. This was a big step in advance over the olden days.

Then came another step. The Whip-poor-will Pea is a big pea, and a pod of it holds only a limited number of peas. The same pod will hold many more of small peas; and certain small peas will make just as much vine as will a big pea. The Missouri wheat farmers found that the New Era Pea was even more prolific in out-turn per acre in vine and in bushels of pea than was the Whip-poor-will Pea; and since these things vary as the squares of their diameters, they found that the New Era Pea, being much smaller, would go just twice as far. The result was the Whip-poor-will Pea became obsolete, and the magnificent New Era Pea took its place, and holds it today.

But plant producers are never still; and there has now come in its turn a pea for both northern and southern latitudes that is even better than the New Era Pea. This pea is known as the Brabham Pea. It has the same earliness as the Whip-poor-will and of the New Era; it is about half the size of the Whip-poor-will and about the same size as the New Era; but it has this added quality, which does not obtain either in Whip-poor-will or New Era, and it has all the wilt resistance of the late maturing Iron Pea. The Brabham pea is a wilt-resistant pea and will grow on what we know as pea-sick lands. In lower Georgia this pea will make two crops a year. It can be cut for hay, and by letting the stems grow out at once again it will make a large crop of peas also. It is practically the New Era Pea with all the added anti-wilt qualities of what we know as the Iron Pea. In our opinion it will supplant both Whip-poor-will and New Era.

The pea is hard and retains vitality; is a vigorous grower; holds leaves splendidly; and is so hard that here in the South we can plant it with fall grains and the pea will lie in the ground all winter and germinate the following spring just as the grain is taken off. This would not be possible in the North probably, though it might be worth while to try it.

This pea has qualities, therefore, that make it, to my mind, the most valuable pea today known to America (and we have some sixty varieties). There are probably not more than 500 or 600 bushels in the South, but it will be well worth while for any grower to get in a stock of it, even in small amounts, to grow a sufficient good seed stock for another year.

There is another plant that comes to us from East India, that has good promise. This is Shallu. It is called "California Rice," "California Wheat," and "Egyptian Wheat." It is largely used in Egypt, just as we use wheat, and is ground up for human food. For the first time in the history of this country, quite a number of cars of Shallu were recently brought to Atlantic ports for chicken feed and as a competitor for the Western-grown Kaffir corn. It is somewhat smaller, as grown in India, than is Shallu as grown in America, but it is being sold on the Atlantic Coast at something like

\$1.40 per hundred pounds and competes readily with Kaffir corn as brought from the West.

This plant grows splendidly here in our latitude in Georgia. We find it exceedingly prolific in seed. The grain is about the same size as Kaffir corn, possibly a trifle heavier and larger, and more white and shiny. It stools heavily—four to six stalks per hill; grows about ten feet high; and in this latitude we can make two crops a year. The first crop we can use for green cutting, and the second for a seed crop. The heads spraddle out and look like large broom corn heads. The seeds are round and plump. We find the seed out-turn with us is much more than that of Kaffir corn. It can be used either as a chicken food or ground as meal for the human consumption. We plant it in rows like Kaffir corn.

The third plant which I mention is Garbanzos. In your last issue, you had an exceedingly interesting article on this from one of our consuls in Mexico. He did not state, however, that there are two types of Garbanzos. One does not mature within about five months, and is too late for us in this country; the other is a 90-day crop; and it is this Garbanzos that seems well worth our looking into as a food crop. Mexico is sending large amounts of this to New York now and it is being sold in a dry state and used (cooked) just as is the Boston bean. I have secured from New York some of these peas and have cooked them just as we do the Boston bean. They are a round, rough, white pea, nearly twice the size of a Boston bean. They cook much more readily than does the Boston bean, and to my mind are far more edible; they are softer, sweeter and have a more meaty and nutty taste. They make a delicious dish. These are grown in large amounts in Mexico, and while there is a duty of 25c a bushel on peas and beans, large amounts of them are now being brought into America. They are such a delicious dish in the dried state, and are said to be so good in the green state, that it would be well worth while for our farmers to look into the matter of the 90-day Garbanzos Pea.

THE ELEVATOR IN SASKATCHEWAN.

The great problem before the Saskatchewan legislature which began its annual session at Regina on December 15, is the legislation proposed to deal with the ownership and operation of grain elevators of the province. Both private and government ownership have been advocated, but the plan said now to be most likely of adoption is that recommended by the Elevator Commission, which provides a scheme for a co-operative company, controlled by the grain growers and aided by the government.

DOMINION GRAIN LEGISLATION.

Although the Manitoba Grain Growers' Association has committed that province—in the grain trade the most important in the Dominion—to the policy of state-owned and state-operated elevators, it is still not satisfied, but seeks to involve the Dominion itself, by committing that government to the same policy. However, the present government is disposed to go slow; and on December 22, at the conclusion that day of conferences between the executive of the Dominion Council of Agriculture, the Premier, Sir Richard Cartwright and Hon. Sidney Fisher, the following official statement was issued by Mr. MacKenzie, the Council's secretary:

We have had a conference with Sir Wilfrid Laurier and Sir Richard Cartwright on the terminal elevator situation, the result of which will be that legislation will be introduced into the house immediately after the recess dealing with this matter and based on the representations that have been made. We are unable to say whether the proposed bill will be satisfactory until it is introduced into the house.

This bill, it is understood, drawn by Sir Richard Cartwright, will provide for the appointment of a commission of three to administer the existing grain and inspection act. This commission will have large power to deal with the supervision of grain in terminal elevators and to prevent fraud by mixing or other means.

The bill will also give the government authority to take over the elevators at any time it is deemed

desirable to do so; but the question of the advisability of purchasing elevators will be left in abeyance until it is seen to what degree the administration of elevators by a commission in Manitoba and by a co-operative company in Saskatchewan is a success.

Farmers' representatives, it is stated, while preferring that the government should have adopted in its entirety the proposal of complete government ownership and control, said that they will not express a definite opinion until the government plans had been given a fair trial. It is maintained on behalf of the government and the department that better results are likely to be accomplished through an independent commission than under a scheme of government ownership and control, and that it will not be wise to undertake the larger scheme until control by a commission shall have been given a fair trial.

POPULATION AND SUBSISTENCE.

Frequent assertions that the fertility of the soils is washing into the streams and that the productivity of cultivated land is diminishing are misleading the public into the belief that the agriculture of this country is decadent and that there is life in the old formula that population must tend to increase at a greater rate than subsistence. So states the Chief of the Bureau of Statistics of the Department of Agriculture in his annual report for 1910 at the beginning of a discussion of the ability of agriculture to maintain population in this country.

HISTORICAL PHASES.

The situation cannot be understood, he says, until it is examined historically. This is a country in which millions upon millions of acres of fresh land have been coming into production faster than the domestic consumption has required, and at times beyond the takings of importing foreign countries. As eminent a man as Gen. Francis A. Walker expressed the belief that under such circumstances farmers on the fresher soil were economically justified in robbing the land.

All of the historical phases of agriculture now exist in this country. First, the "soil robber;" next, the diminishing production per acre on "inexhaustible land," which surprises the farmer; next, the agricultural scientist, who points the way to a better agriculture and larger production per acre, with poor responses from the farmers.

In the course of time, especially when the next and perhaps the third generation takes the farm, important advances are made, at first irregularly and mostly on farms of the leading class and subsequently with increasing diffusion and accelerated speed.

For many years there have been fresh lands with rather high but stationary production, older lands with declining production, old lands beginning to improve, and some lands well advanced in improvement. As the proportions of these classes of lands have varied in relations to the entire cultivated area of each crop the national average production per acre has varied.

In the meantime the competition of new land consuming some of its capital in the production of crops has retarded, if not prevented, the improvement of old land needing conservation and a gain in fertility. The improvement of the older land is not an academic question of conservation of national resources, but it is to be worked out in the endeavors of farmers to get a living (and a better one), an end that cannot be attained by a sudden high production per acre large enough in the aggregate to be overproduction, with unprofitable if not losing prices for the farmer.

RECENT INCREASED PRODUCTION PER ACRE.

A marked change in the production per acre of all crops appeared in the decade 1896-1905 in comparison with the mean of the preceding ten years. The production per acre of corn increased 7.7 per cent; of wheat, 6.3 per cent; of oats, 15.6 per cent; of barley, 11.1 per cent; of rye, 21.3 per cent; of buckwheat, 23.1 per cent; of hay, 22 per cent; of potatoes, 15.3 per cent; of cotton, 3.8 per cent; and of tobacco, 5.2 per cent.

The weather and other crop conditions of the four years 1906-1909 were not as favorable for crop production as they were in the preceding ten years, so that the production of oats per acre declined, that of hay remained stationary, and that of cotton and barley barely increased. In the case of other crops the mean production per acre continued to show large increases, the mean of these four years over that of the preceding ten years being an increase of 7.1 per cent for corn, 9.6 per cent for wheat, 6.5 per cent for rye, 6.6 per cent for buckwheat, 15.5 per cent for potatoes, and 9.7 per cent for tobacco.

ACTUAL POPULATION INCREASE.

Corn production per acre increased from 1886-1895 to 1896-1905 at a rate which quite or very nearly equaled the actual increase of population in ten states. The list for wheat contains twenty-two states distributed in all parts of the United States. In the list for oats are 16 states; for barley, 15 states; for rye, 21 states; for buckwheat, 13 states; for cotton, only 1 state, Oklahoma, containing new land; for tobacco, only Wisconsin; for potatoes, 15 states, all in the potato belt; and for hay, 25 states. The average for the four years following 1905 is not based on a number of years large enough for comparison.

NORMAL POPULATION INCREASE.

There is a prevalent misunderstanding with regard to the nature of the increase of population in this country. It seems to be assumed that the net immigration is to continue indefinitely at the rate of one-half to three-fourths of a million people annually. How quickly immigration can be reduced was shown by the industrial depression of 1908. No one who would take a far sight into the future would reckon upon an indefinite continuance of a considerable immigration.

A prevalent oversight in a consideration of this subject concerns the birth rate. The census of 1900 points to the conclusion that the birth rate of this country, after eliminating the influence of the foreign born, is about 1½ per cent a year, or 12½ per cent for a decade.

A comparison of production per acre with the normal increase of population, that is to say, with the increase unaffected by immigration and the high birth rate of the immigrants, is the form of the problem as it will present itself more and more closely as the years elapse.

From 1886-1895 to 1896-1905 the mean production per acre of wheat increased in a greater degree than the normal increase of population in twenty-eight states. Two other states are very near inclusion.

In the case of corn production, increased production per acre has exceeded the normal increase of population in fourteen states, and very nearly the required increased production was made by five other states.

A long list of states gained in production of oats per acre in a greater degree than the normal increase in population. They are found in New England and along the Atlantic coast to Georgia; in important states of the Ohio valley, north and south; in the Mountain states; and in Washington.

With regard to barley, 21 states are found in a similar list; for rye the list of states numbers 30, buckwheat 19, and 3 other states are near the requirement for admission to the list. Wisconsin is the only state that has produced tobacco with an increase during the time under consideration which is larger than the normal increase of population, but the increase of tobacco production per acre is very nearly equal to this population increase in the case of five other states. Increase of cotton production per acre above the normal increase of population is found in three states, with a supplementary list of four states almost able to enter the list.

The list of states that produced potatoes with an increase per acre above the normal increase of population contains many of the states in the potato belt, and the number is 24, with four states almost eligible for admission.

The largest list of states in the consideration of the various crops in which production per acre

during the period under consideration exceeded normal increase of population is found in the case of hay; 35 states are in this list with five more states having increases nearly sufficient for their entry, so that the hay crop of nearly the entire United States has increased in production per acre faster than the normal rate of increase of the population.

The ability of the soil and the agricultural arts and sciences, concludes the Chief of the Bureau of Statistics, to produce crops at a rate of increase greater than either the normal rate of increase of population, or the normal as temporarily influenced by immigration, has been demonstrated times innumerable by the Department of Agriculture, by the experiment stations, and by the intelligent farmers all over the country.—Circular U. S. Dept. Agr., Div. of Publications.

RATE ADVANCE NOT NEEDED.

The arguments in favor of higher freight rates have been made before the Commerce Commission at Washington during the past thirty days. They contain nothing new:—The roads have advanced wages; have paid higher prices for supplies; and they need more money to make improvements in track and rolling stock and extensions of lines, which they find it difficult to obtain in the money markets, owing to the impairment of railway credit by adverse laws and the creation of a public opinion adverse to the railways. Such is the burden of the argument *pro*. Incidentally it may be remarked that as the daily metropolitan newspaper press almost without exception, have given more space to the railway claims and arguments than to the shippers' and consumers' interests and the effect upon them of increased rates, and thrown the weight of their influence largely to the railway side of the case, one hardly appreciates the complaint of the railway men that an artificial prejudice against the railroads is being deliberately created.

The shippers' and the public's defense was the brief of Mr. Louis D. Brandeis, of Boston, who therein maintains the theory he endeavored to establish by his examination of witnesses at the hearing, to-wit, that "in an effort to meet existing needs, the railway managers should not look without but within." He said, in part:

If their net income is insufficient, the proper remedy is not higher rates resulting in higher costs and lessened business, but scientific management, resulting in lower costs, in higher wages and increased business. If their credit is impaired, the proper remedy is not to apply the delusive stimulant of higher rates, but to strengthen their organizations by introducing advanced methods and eliminating questionable practices. Thus they will maintain credit by deserving it.

While the rates now asked for affect only class commodities, or only about 8% of the total tonnage of the railways, and only 22% (\$103,271,823) of railway revenue, they nevertheless fall upon some 4,000 articles among which are included most of the necessities of life and most articles of competitive commerce; so that the proposed increases are vastly more important to the consuming public than the carriers have been willing to concede or than the newspapers have led the people to understand. But this is not all. Mr. Brandeis in his brief indicates that he considers the great question involved in the investigation to be the statement of President Willard, of the Baltimore & Ohio, that "the tendency of rates will be to continue upward"—that is, that there will be a progressive increase in rates.

"As an alternative to the railroads' practice of combining to increase rates," suggests Mr. Brandeis, "we offer co-operation to reduce costs. Instead of a dangerous makeshift, we offer a constructive policy—scientific management, under which, as costs fall, wages rise."

The consumer, he points out, should "beware of the vicious circle of ever-increasing freight rates and ever-increasing cost of living."

The law, continues a synopsis of the brief in the Public Ledger, places the burden of proof of the reasonableness of the proposed advances upon the rail-

roads. Mr. Brandeis maintains that the roads "have failed utterly to sustain their burden of proof; have failed so completely that the application of the railroads for approval of the new tariff should be denied."

In a discussion of "scientific management" it is maintained that the contention of the railways that the possibilities of economy in railroading have been practically exhausted "is contrary to all human experience in other lines of activity. Advances in the art of transportation have been relatively few," and some of those have been forced by law against strenuous opposition.

It is indicated that scientific management demands the separation of planning from performing; changes the relations of the management to labor; demands preparedness; analytical study, records of industrial performance and standardized methods and equipment. It increases the efficiency of the individual, of the plant and equipment and of material. It also increases the emoluments of both capital and labor. It eliminates graft, too, in the opinion of Mr. Brandeis, in the purchase of supplies and in the cost of construction work. Publicity, he argues, is an essential condition of freedom from graft.

It is maintained, in the conclusion of this part of the brief, that "at least \$1,000,000 a day could be saved by the pursuit of methods of scientific management" of American railroads.

In response to the contention of the railroads that the proposed increases in class rates are reasonable, Mr. Brandeis urges that no evidence was presented to sustain the contention; that no increase in any class rate properly can be made without giving the shippers an opportunity to be heard, and that the pending increases were fixed without affording the shippers such an opportunity. He argues further that "the injustice and inequality in the existing classifications are such that no horizontal advance in rates could be made without great hardship to the shippers in communities affected; that the proposed increase seriously distorts, on some railroads, the relation of long-distance to short-distance traffic; that the imposition of nearly the whole burden of the increased rates upon class rates appears to be unjust; that the proposed increase would seriously contract the market of the manufacturers and merchants of the Atlantic seaboard; that it would seriously increase the cost of living, and that it would reduce the volume of long-distance tonnage, and hence the expected gross revenue of the railroads."

As to the argument of the railroads that they need additional revenues on account of required increases in wages, Mr. Brandeis submits three propositions:

"1. Some railroads, at least, do not need additional income.

"2. In some railroads any existing need of additional income is due to causes other than wage increases or acts of Congress.

"3. Every railroad which is properly undertaken and financed can meet any existing needs without rate increases through the introduction of scientific management."

In support of these propositions, facts and figures from official reports of the railroads themselves are cited by Mr. Brandeis as taken from the testimony submitted. The roads which, he believes, need no additional income are the Delaware, Lackawanna & Western, the Philadelphia & Reading, the Pittsburg & Lake Erie, the Lake Shore & Michigan Southern, the Lehigh Valley, the Delaware & Hudson and the Pennsylvania Railroad. Those lines which many need additional income for reasons other than necessary increases in operating expenses are put in the brief as the New York, New Haven & Hartford, the New York Central and the Baltimore & Ohio. These are given as examples of this class of roads.

The contention of the railroads that greater income is imperative to secure needed new capital for extensions and improvements is met by the assertion that "if the credit of American railroads is in any respect impaired the impairment is due either to the unwarrantable attack made upon it by the railroads and their associates, or to their indi-

vidual mismanagement, and that it is not the result of any unnecessary increase in operating expenses or of Government regulation."

As another reason for the impairment of the credit of railroads—if such impairment exists—it is pointed out that the car repair graft of the Illinois Central, the embezzlement of the treasurer of the Big Four, the graft on the Pennsylvania and Baltimore & Ohio, the Chicago & Alton scandal, following the great insurance scandals, "necessarily shake confidence, particularly as the controlling financial powers are largely the same in the railroads and the insurance companies.

"If any general distrust of railway investments exists, its cause will be found not in the increased burdens imposed by wage advances or by Government regulation, but in a distrust of the purposes and judgment of those who control and manage the great railroad properties."

[For the "American Elevator and Grain Trade."] LOCAL VS. DESTINATION WEIGHTS.

BY L. C. BREED.

The St. Louis market is the only terminal market in the country in which grain is sold on destination weights; and from their standpoint the grain trade of other centers are surprised that St. Louis should continue this, as they deem it, undesirable practice. To this observation it might be urged that there are two sides to every proposition and also that it is difficult to bring about the abandonment of any long established custom.

The question is, however, being agitated, since at a recent meeting of the St. Louis Grain Club, a proposition to recommend the adoption of a rule by the Merchants' Exchange requiring all grain received at St. Louis to go through an elevator for weighing was discussed and, when put to vote, received a majority of the votes of the grain men present. A committee of the members of the club are now seeking to induce the board of directors of the exchange to have an election called to vote on the adoption of this rule as soon as practicable.

Members who favor the change offer the following reasons:

1. Country shippers question the accuracy of destination weights and object to the buyer doing his own weighing. They also complain of the delay in receiving accounts of sales, which is occasioned by the time required for the grain to reach destination and the neglect of the consignee to report out-turn weights promptly.

2. Railroad companies object to settling claims for shortage based on buyer's weights, but make no complaint of Merchants' Exchange weights. Where grain in reaching destination passes over several railroads it is difficult to locate the responsibility for shortage.

3. That the practice tends to make St. Louis a transfer station merely, in place of a market where grain is handled from elevators in large volume. Reconsigning grain, if generally practiced, would reduce the public elevator capacity of the city by rendering a business already unsatisfactory still more unsatisfactory.

4. In order to effect this change it must be general, and unless it is required by the adoption of a suitable regulation, it would not be brought about.

Those members handling grain, and some of the country millers who favor continuing the present practice, i. e., leaving the weight question a matter to be adjusted between seller and buyer, state that for years St. Louis has enjoyed considerable prestige as being the greatest sample grain market in the country. Local grain men have made it the ground for claiming that millers would get virgin wheat well worth the premium asked for it. While it is true wheat could still be bought by sample and weighed at St. Louis elevators, it subjected the seller to one-half cent per bushel for weighing and he also ran some chance of having the wheat "doped" in being transferred.

They go on to state that this movement is due to elevator men seeking to secure more business for their houses, but on the other hand the other

side say that the agitation comes from the largest commission houses, and instance the fact that some of these concerns, with no little fear of loss of business from not securing destination weight prices on the grain consigned to them, decided to chance it and refused to sell except on Merchants' Exchange weights. One of these parties states that to his surprise their business has increased, owing to country shippers being better satisfied than heretofore.

Country millers doubtless will oppose the adoption of the rule, and already the Southern Illinois Millers' Association has passed resolutions against it, basing their objections mainly on the ground of the loss of the identity of the wheat.

It would seem that if complaints were lodged against any elevator that wheat bought by sample and transferred through said elevator was "doped," it would be incumbent on the grain committee of the exchange to investigate the charges and report to the directors for action if proven.

THE END OF THE BUCKET-SHOP?

The latest bucket-shop raid was made at Chicago on December 15, when the U. S. Government officers destroyed the "shop" of the notorious "Sid" McHie (an alias for Sidney Michie), known on the door-plates as the Capital Investment Co., in the Rookery Building, where McHie has held forth in protean form for many years, successfully defying the police and state courts. The raid of December 15 was made under the direction of Special Agent Scarborough, of the Department of Justice, assisted by Agent De Woody and some police. Twenty-three arrests were made at Chicago, while from Washington on the same day it was announced that 33 branch offices in Illinois, Michigan, Wisconsin, Ohio, Indiana, Iowa and Missouri had been closed by the Government and many other arrests made. This concern and its branches are estimated to have been doing a business of \$10,000,000 annually.

Although McHie himself was not captured at this raid, he was placed under arrest later and has been making desperate efforts to defeat justice in his own case at the expense of his partners in the enterprise; but it is to be expected, now the Government has him "with the goods," that it will be possible to land him "behind the bars" this trip.

Another arrest in this connection was that of Traffic Manager Wm. J. Lloyd, of the Western Union Telegraph, who, the Government agents alleged, is a member of the Capital Investment Company; and before the investigation is completed, it may involve other persons and firms not now known to have been interested in this gigantic concern. It is not expected that the Government will try to indict the W. U. Company as a corporation, as previous attempts in that direction have been failures.

The McHie concern in its various forms has been one of the most arrogant and successful "shopping" concerns in the West. Organized years ago by McHie, who began his "financial career" as a common gambler, it has changed its form as the necessities of the time required. Always associated more or less with "big men," who were of course *sub rosa*, McHie seemed always able to slip through the meshes of the law and to keep open his quarters in the Rookery Building with its intricate system of telephone and telegraph and ticker wires in defiance of the city authorities. Will he do so again—to "side step"? His case will be heard by U. S. Commissioner Foote on January 17.

The West is interested also in the efforts of C. A. Tilles of St. Louis, to escape extradition for trial at Washington. The fight against him is conducted personally by W. S. Robbins at St. Louis, who claims that in four months alone the Standard Stock and Grain Dealers, in which Tilles had a one-third, or \$75,000 interest, made \$725,000. In fact, Edward Altemus, the "goat" of this company, said under oath that Angelo Cella, Sam Adler and C. A. Tilles were "the company." Tilles on January 6 was ordered to Washington by U. S. Commissioner Morsey, but Judge Dyer is to review the testimony before the Commissioner before turning Tilles over to the marshal for summary removal.

Geo. Schuart, manager of the Omaha Grain Commission Co., said to be related to Gooch of Lincoln, was arrested on December 11 at Omaha on a charge of bucket-shopping on complaint of E. R. Watke, formerly a Nebraska grain dealer. Schuart gave bond for his appearance for trial, bucket-shopping being a misdemeanor in Nebraska. The company Schuart represents was formerly the Lincoln Commission Co., against whom the Chicago Board of Trade obtained an injunction at Lincoln, to prevent its using Board quotations for illegitimate purposes.

On January 3 six brokers indicted for bucket-shopping in the District of Columbia plead guilty and paid fines aggregating \$8,100, to-wit: Richard E. Preusser, \$2,500; Leo Mayer, \$2,500; George Turner, \$2,500; E. S. Boggs, \$200; O. J. Robinson, \$200, and Humphrey Owen, \$200, all of New York. These men were all correspondents of E. E. Taylor Co., who, as it was discovered when the Government raids began last March, operated a string of shops between New York, Philadelphia and Washington, the Taylor Company being the Washington end. Preusser, Mayer and Turner were sentenced, in addition to the fines, to serve terms of two years in prison, but the imprisonment penalty was remitted by the court on condition that they do not engage in the bucket-shop business. The defendants were arrested outside the District of Columbia and sent there for trial by order of Judge Hough, of New York.

In this connection Attorney-General Wickersham's report covering the bucket-shop raids says among other things:

Since the Federal Government broke up the business of selling lottery tickets and distributing them through the mails, one of the most demoralizing forms of gambling has been that conducted by bucket-shops, particularly in the smaller cities of the country. An inquiry conducted by the Bureau of Investigation of the Department of Justice in the spring of last year disclosed the fact that there were a number of bucket-shops in the city of Washington, which were connected with a string of bucket-shops in other cities, all of which were operated from centers in New York, Philadelphia, or St. Louis, and which were enabled to conduct their business by securing quotations of the sales of stocks on exchanges in New York over wires leased to some of them by the Western Union Telegraph Company. This evidence was submitted to the grand jury for the District of Columbia, which on April 1, 1910, found an indictment against eleven individuals. Five of the defendants were arrested in New York City and their removal to the District of Columbia for trial ordered by Judge Hough. Three of the defendants were arrested in Philadelphia and, after hearing, were ordered by Judge McPherson to be similarly removed. On their arrest the defendants closed their business entirely and, I am informed, have not since engaged in bucket-shop operations.

On the same day the indictments above referred to were found, indictments for similar offenses were returned against nine other persons, and new indictments against the same people on June 10. All of the defendants but one, who is in Europe, have given bond for their appearance. They ceased carrying on business immediately upon their indictment.

On the same day indictments for similar offenses were returned against nine other individuals who were alleged to be associated with a concern known as the Standard Stock and Grain Dealers, of Jersey City, N. J. New indictments, including four other persons, were found against the same defendants on May 22, 1910. All but four of the defendants have given bond for their appearance in the District of Columbia, and three of the remaining defendants have been arrested in New York and their removal to Washington ordered by Judge Hough. Since the arrest of these defendants not only have they ceased business, but the Consolidated Stock Exchange, of Philadelphia, through which most of the bucket-shops pretended to buy and sell stocks, has gone out of business.

On June 10, 1910, the grand jury in the District of Columbia returned an indictment against the Western Union Telegraph Company for violation of the anti-bucket-shop act by furnishing quotations to the local office of the Standard Stock and Grain Dealers. During the consideration of this case by the grand jury evidence was secured tending to show when and how the Marrin service, which furnished quotations to bucket-shops and to the Consolidated Stock Exchange of New York, obtained quotations from the Western Union Telegraph Company (Gold & Stock Telegraph Company). The operators of the service were arrested at their places of business on complaints charging them

with conspiring with the defendants above referred to to assist in the operation of bucket-shops in the District of Columbia, and through the co-operation of the police departments of Jersey City and New York the wire service referred to was discontinued, has not since been renewed and, it is believed, will not be.

The defendants in these various proceedings maintained about 350 local offices, practically all of which have been closed; and a number of other bucket-shops maintained by other parties have been voluntarily closed, so that it is believed that substantially every bucket-shop in the country has been put out of business as a result of this crusade.

In connection with the business of conducting bucket-shops, certain other concerns were found to be using the mails in furtherance of schemes to defraud, and, upon evidence obtained by the Bureau of Investigation, proceedings were commenced against a concern known as Sheffels & Co., having headquarters in New York and branches in a number of other cities, and thirteen defendants arrested. Following these arrests, the telegraph company has served notice on one or two other large dealers of the termination of their wire service. It is therefore apparent that these proceedings have resulted in the termination of a large amount of gambling business and the removal of that demoralizing influence from the communities affected.

Apropos the American crusade against shop gambling which seems to have had its moral effect abroad, Con. Gen. Frank D. Hill, Frankfort, reports that German bankers, through the Central Bankers' Association, have commenced a fight against bucket-shops. He says:

One of the first steps taken was a conference held in Berlin between the directors of the bankers' association and representatives of the leading newspapers. It is understood that in the future the press and the bankers' association will work hand in hand. The press will give all possible publicity to the association's fight against bucket-shops and the association will place experts at the disposal of the press, particularly for reporting legal proceedings against bucket-shops.

The bankers' association has requested the Government to provide, so far as possible, for expert handling of the technical questions involved in such proceedings. Steps have been taken to secure the co-operation of the official publications in the country districts in the campaign against bucket-shops, which find the majority of their victims outside of the large cities.

Complaint is made that many prominent newspapers continue to accept advertisements from bucket-shops. The bankers' association maintains relations in Vienna and London in order to protect German investors against foreign bucket-shops.

Los Angeles has made bucket-shopping a misdemeanor, the ordinance making the patron as well as the proprietor liable to a fine of \$500 and imprisonment for six months.

Mayor McCarthy has asked the supervisors of San Francisco to adopt and enforce a similar ordinance for that city.

The Central Stock and Grain Co. of Cincinnati quite business on January 3 and the Phoenix Grain and Stock Exchange Co. of the same city on January 7.

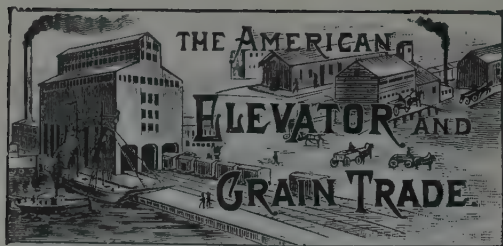
Roumania has sent to America a cargo of rye, which was being unloaded in New York on January 9. The duty is ten cents bushel.

There are said to have been from 600 to 1,000 acres of broom corn made this season near Kirk, about thirty-five miles southeast of Tucumcari, N. M., the yield averaging from one-quarter to one-third of a ton per acre.

The Minnesota Tax Commission reports the tax on grain in store a failure as a revenue producer and recommends that the tax be increased to ½ mill on coarse grain and 1 mill on wheat or the law repealed in toto.

New Orleans in December exported 744,750:40 bus. of corn against 1,427,599:16 bus. in 1909. Of the total 168,365 bus. went to Mexico, West Indies and Central America, 162,857 to Liverpool and Belfast, and the remainder to the Continent.

Robbers held up the office force of the Barr Grain Co., of Plainfield, Ill., on January 4, and secured \$500 in cash. There were three in the party, who drove up to the office, adjusted their masks, and dashed into the building with revolvers in their hands. Lining the employees up against a wall, they went through the safe. Then they got into the buggy again and made off.



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CHICAGO, JANUARY 15, 1911.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

THE BUCKET-SHOP CRUSADE.

Aside from the "small fry" netted by the Department of Justice down east, in the raids on the shops of Washington, New York and Philadelphia last summer, who paid fines the other day at Washington, no one has as yet been seriously punished for bucket-shopping. The action of the Government has, indeed, frightened all but the kings of the system into voluntarily discontinuing their business; but the public will feel more at ease when one or more of the big fellows of the game are "doing time" somewhere.

It should be remembered in this connection that although the Chicago Board of Trade, until but yesterday, as it were, carried on this fight alone and at its own expense (which has totalled a very large sum), that body has reaped but small returns in cash for its outlay. The Board has not fought bucket-shops to get possession of their business; little bucket-shop business ever goes to the Board itself; when it leaves the "shop" it practically ceases for good. The fight has been rather in the interest of public morals and also as a measure of defense of the right of the world of business men to buy and sell grain and provisions—all commodities—for future delivery without let or hindrance, a privilege which the reflected dishonesty of the bucket-shop and the bucket-shop system of gambling had put in jeopardy.

The Department of Justice now has its chance to forever smash the "shop," if there be any Federal law in the premises; and it is to be hoped the courts also will remember President Taft's remark made the other day, when he refused to pardon a rich lawbreaker who had also been fined, that in the case of rich men, like these gentry now in hand, a fine to any amount

of money is no punishment at all—only imprisonment will do.

GEO. F. STONE.

Although the "American Elevator and Grain Trade" has had a casual business acquaintance (always pleasurable in character) with Mr. George F. Stone during the entire period of his service with the Board of Trade, it would be a work of supererogation to here attempt to add anything to what was so happily said of and to him at the Blackstone dinner. But the editor may, at least, congratulate himself upon the privilege of printing felicitations so worthy alike of the recipient and the givers. It is rather an unfortunate characteristic of men of the world that while they may appreciate and rejoice in the excellencies of their friends and associates and even idealize the nobler or characteristic qualities of their great men, they still seem reluctant to give public expression to those feelings until their friends or their heroes have passed into the Beyond and the full richness of friendship is no longer possible on earth. The testimonial must therefore be a doubly precious memory to Mr. Stone because the compelling force of friendship and appreciation of merit was able to and did find there its free and spontaneous expression.

THE YEAR 1910.

The year 1910 was a bear year—the opposite of 1909. In grain as in trade generally there was a reaction from the extravagance of the past. "Prosperity," of the sort glorified in the press and the "business" and the sensational magazines, must have its limitations, since the power of a "beer income" to maintain a "champagne expenditure" must peter out at some point. On the surface of things, there seems no reason why farmers who held grain in 1909, when the price was sky-high, should unload in 1910 and seemingly be more anxious to unload now, when prices are still lower than in 1910 except that they need the money. The extravagance of 1909 blocked up some of the channels that used to let cheap insurance company and other trust funds flow readily into the West and forced many farmers to unload their grain to meet loans they could not readily renew. In 1910, then, the brakes were put on the bull movement in part supported by the farmers who were imitating urban extravagance; and the lower prices now seem to be the logical result of a pressure by country bankers to make their people (who now all patronize the banks) to live at a slower pace and to speculate less with the banks' money.

NO MORE DOCKAGE.

The Supreme Court of the United States, having validated the Missouri law forbidding the taking of dockage at Kansas City, has put the final ban upon a practice that never had an ethical justification. Now that the highest court of the land has endorsed that proposition, the dockage, wherever it may still exist, will have to go. In the old days, when margins were liberal,—even if not so liberal as Mr. McAlister says was common in the old days in Ohio,—the dealer might suffer a mulct of a hundred pounds per car, or even more

(and in the palmy days of the public elevator it was much oftener more) than that amount, and not feel serious embarrassment; but times are different now. It is not the habit of men, who are coming to understand that the savings in the expense account may be the total profit for a season, to make good the losses other men may come to suffer on their own property while in their own hands. The elevators of all markets, public and private, suffer heavy shrinkages on the grain in store, and they all may now expect to make them good to themselves in other ways than by taking them in advance from the country shipper.

COUNTRY SCALES.

It is no part of the prescribed duty of the Chicago Board of Trade Weighing Department to go to the country to inspect private scales; but in its desire to make its service as valuable as possible to the shippers to this market, the Department stands ready to make examinations of country scales under circumstances that seem to justify such services.

During the year 1910, therefore, the Department's expert tested scales at 49 country elevators containing 108 scales, of which it was found that no less than 64, or almost 60 per cent, were out of order to a greater or less extent. At the same time, in Chicago and at country points, 93 wagon scales were examined, of which 57, or 61 per cent, were incorrect.

It is worthy of note, by way of comparison, that of 503 hopper scales examined in Chicago and elsewhere, only 106, or 20 per cent, and of 156 railroad track scales only 57, or 36 per cent, and of 29 small scales only 4, were found to be incorrect.

The burden, then, *prima facie*, is on the country elevator man to show, in case of dispute as to weights, that his scales are correct. At any rate, the "figures" are against him to start with, and these examinations but confirm the common charge that "more country scales are out of order than are weighing correctly."

WHAT HAPPENED?

The editor of the Modern Miller, under the influence of prospective Christmas festivities, seems to have become, in his Christmas eve number, unduly excited about the procedure against the Indiana Producers' and Shippers' Association, mentioned in these columns a month ago. The M. M., on careful investigation, finds that Indiana is the home of the Society of Equity and also of a "Shippers' Association," both of which are moved by a common impulse: "Get the money." And in the course of the game the M. M. finds further that once, a long time ago, some grain dealer told the then newly organized Indiana Millers' Association "where they got off" as buyers of wheat, just like some Roman lecturing his vassalage. "But such a thing would not now be possible, since the millers are well organized." But as a "cure" for that Roman liege sort of thing the Attorney-General "got busy"; but somehow landed only on the grain shippers, forgetting all about the Society of Equity and the millers' association. Yet all three organizations have practically the same end in view;

except that the few scattering remnants of the Society still left in Indiana want to fix the price of grain absolutely; while the shippers and the millers are willing enough to let anybody else fix the price of grain (knowing that they can't do so) so long as they can persuade their fellow dealers and millers that it is all tom-foolishness to try to do a milling or a grain business for nothing and pay one's own expenses and keep.

THE STAMP TAX LEGALIZED.

The state of Missouri has invented a new tax for addition to state tax burdens—the 25c tax on future transactions on 'change in that state, amounting, as now estimated, to about \$125,000 a year. Like all forms of taxation whose incidence is apparent rather than real, this tax is likely to be a popular one with the people, who will look upon it as one means for "catching those board of trade fellows." But as the "board of trade fellow" is only the agent and not the principal of the trade, the latter will have to advance the tax in the first instance, although in the long run it will be paid in part by the producer and in part by the consumer. The cost incidental to the collection of the tax, the bookkeeping, etc., will fall upon the "board of trade fellows," who may also find their business in Missouri handicapped by the amount of the tax and the additional cost created by it, in competition with other markets; at least, until other markets shall be similarly burdened; for it seems to be the chief concern of legislators of our time to invent taxes as an easier alternative than to resort to the more wholesome and humane but more difficult endeavor to reduce the burden of taxation, which is rapidly approaching the point of the intolerable the world over; and when a new form of taxation has been devised and survived the test of the courts, it is quite the fashion of other state legislatures to imitate it for their own uses.

LEAKAGES AT CHICAGO.

From the records of the Chicago Weighing Department for 1910 it is learned that the number of leaking cars unloaded at that market reached a grand total of 23,164, being 12.1 per cent of the total number of cars received. This total may be divided as follows: 17,253 (9 per cent of the total) had leaks at different points; 3835 (2 per cent of the total) had defective, weak or improperly installed doors; while 2,076 (1.1 per cent of the total) had leaks over the grain doors.

A hasty survey of this record suggests that the greater number of leaks might have been prevented by the use of a car liner, such as the inexpensive patent liner or just common cheesecloth—anything that would stop a small hole; and that the iniquity of the car door as a leaker has been over-magnified.

Compared with other markets, Chicago seems to have been peculiarly fortunate, in that the number of leaks here is disproportionately small; but, perhaps, Chicago weighers and car inspectors report actual leaks only. We have heard of markets reporting 75 per cent (more or less) of their cars arriving leaking, which seems rather incredible, after all the

warnings of the press, of receivers, weighers and others interested that have been thrown out to shippers in respect to leakage in transit.

However, even 23,164 out of 191,750 cars is too many leaking cars. Shippers may reduce even this total by taking just a little more pains when loading.

THE EXPORT TRADE.

Mr. Siewers, writing from an Eastern market, calls attention to the declining export trade in grain, and voices the anxiety of exporters as to the future of that branch of the grain trade. He exposes the situation, but gives no clue to a measure for its relief.

The situation is not satisfactory to those engaged in the export trade; but so long as the main reason, apparently, for the slumps in grain exports is that our prices are "out of line," the producers of grain and Western shippers will be able to consider the situation without much alarm. It is, indeed, a question, taking the interests of the country as a whole into the count, whether the export trade in grain is entirely desirable *per se*, at least to the extent of involving much self-sacrifice for it. It should not be forgotten that the exportation of raw materials of any kind is a characteristic of the trade of undeveloped countries and an abnormal feature of the commerce of any highly developed people, who find it more profitable to exchange the products of labor—manufacturers in a word. As industrial conditions become more complex and population more dense, exports of grain and similar raw products of the soil or mines naturally decline, while those of the shops increase, or should. This is a perfectly healthy tendency; for exports of raw grain must come into competition with the lowest priced grain of the world, and the upset export price is made by the growers of grain produced under the most favorable conditions; and so we find at this moment that Russia, the Argentine, India and Australia control the trade because, as industrially undeveloped countries, they can produce wheat, corn and oats on new lands and export them at a profit at prices we consider unremunerative. The fundamental condition of a successful export trade is, therefore, the ability to offer good grain to the foreigner at a price slightly better to him than our competitors make. Can we do this? Can we afford to do it?

On the other hand, it is well understood that commerce and trade in manufactures is not so inevitably handicapped by the mere matter of price. Indeed, price in itself cuts comparatively little figure except in the matter, perhaps, of the crudest of products in common use, but these are seldom involved in international trade, each country, if not each locality, supplying its own needs in that respect, while international trade is carried on only in the most characteristic products or those of more highly organized industries and in products in which bulk gives place to intrinsic value. Moreover, the grain importing countries of Europe, England especially, find it more profitable just now to exchange their manufactured products in other exporting countries than ours for the latter's grain, because America's competitors in grain want and will take manufactures while we endeavor to shut out by our tariffs as many European products as possible.

A MOMENTARY EMERGENCE.

The introduction of a bill in the House by Congressman Lever to regulate and curtail the business of grain exchanges, and a proposed suit against Mr. James Patten to recover \$6,000,000 exemplary damages by the "Anti-Gambling League," remind us that there is no end to what Disraeli somewhere has called "the hair-brained chatter of irresponsible frivolity." Mr. Lever's bill and Dr. Burmaster's suit reappear from time to time "with the persistence of a recurring decimal." They bring their annoyances, but they serve most to remind us that in the "dramatic unity of life" such things and such men must be.

Mr. Lever has made the mistake of a bill so drastic that it has little hope of emerging from the committee of agriculture, requiring as it does the presence of a notarial officer in every telegraph and grain office in the land to administer an oath to every seller of grain not actually present for immediate delivery, that the grain is growing on his own land or is on hand in his own barns for delivery, and that he intends to deliver; and so on. Mr. Lever is evidently a man "distracted by good intentions"—always a dangerous character if properly equipped to make mischief, or one likely to add only to the "gaiety of the nations" if he be of the common order. We take it, from his bill, that Mr. Lever is one of the latter class; and so having achieved a temporary fame in his district, he will now be forgotten outside of it.

And by the way, where *does* he come from?

NATIONAL CORN EXPOSITION.

Judging from newspaper expressions of interest in it, the National Corn Exposition, opening at Columbus, Ohio, on January 31, gives promise of being the best of the series. States, counties, experiment stations, clubs, and individuals all are striving to make their exhibits representative of their best products, while the literary program for the two weeks is crowded with the great names of American agricultural experts.

"Grain Dealers' Day" will be merged with "National Corn Day," February 3, when the Ohio dealers and millers will assemble jointly to take part officially in the program of that day. The speakers of the day will be Governor Warner of Michigan; Governor Harmon of Ohio; G. W. Sisson, Pottsdam, N. Y.; Wilbur Marsh, Waterloo, Iowa; Prof. H. E. Eckles, Columbia, Mo.; Dr. W. O. Thompson, president Ohio State University, Columbus, Ohio.

The Ohio State Dairymen's Association will be the host of the day. In the evening the National Corn Banquet will be held in the Exposition Auditorium, when 1,500 guests will be in attendance. The Ohio Corn Improvement Association will be host at this function. Secretary James Wilson of the Department of Agriculture will be the principal speaker, his subject being "The Evolution of American Agriculture." Senators Burton of Ohio and Clapp of Minnesota, with many others quite prominent, will be after dinner speakers. Gov. Harmon will preside and Secretary Sandles of the Ohio State Board of Agriculture will be toastmaster.

EDITORIAL MENTION

Associations that issue card bids should "drop it." Let the actual buyers issue the bids.

Mr. Strong's notice to shippers of the muddle as to "terms" at Louisville is quite to the point, and is referred to those interested in that market.

Illinois stands again at the head of the list of corn states; but the farmer of the hills of Pennsylvania beats the Illinois man hands down on yield per acre. Why?

Corn growing in the South has taken on a real "boom"; but the South will have to do better than 14 bu. per acre to make corn very profitable a substitute for cotton.

The "Western Grain Dealer" has become the "Grain Improvement Advocate and Crop Reporter," and will be edited by Geo. A. Wells, of the Western Grain Dealers' Association.

The South, and the North, too, might profitably take the hint thrown out by Mr. Willet, and grow more peas—legumes, which enrich both the soil as nitrogen gatherers and the feed and food ration.

The Sid McHie crowd are moving every force in Washington to break down the prosecution of their cases, ex-Senator Hopkins being the latest special emissary, the burden of whose complaint is that De Woody and the rest did their work too well, and it "wasn't fair" to McHie who has been so accustomed to successful ducking that his present dilemma gets on his nerves.

The farmers of Canada seem to take their politics vastly more seriously than our own, who seem to be quite content to meet and "resolve" and then go home and forget all about it. Our Canadians, on the other hand, do their resolving behind closed doors and then go with their demands to headquarters—"beard the lion in his den," as it were; and they seem to get a good deal of what they go after, too.

Western roads have again announced that in paying claims for losses on grain they will make the old deduction of $\frac{1}{8}$ of 1% on wheat claims and $\frac{1}{4}$ of 1% on coarse grain claims. Why be so modest? If it is right or lawful to make any deduction, why not make it tell and take something handsome? The railroads' position is arbitrary anyhow—why not get something worth while and stick to it?

The Supreme Court of New York, by a decision on December 24 has thrown the loss through fraudulent cotton bills upon the bank that handled the paper. With this reminder of the old *Landa v. Lattin* decision before us, it is evident that the B/L must be better safeguarded or the banker will cease to handle drafts based thereon; and for that purpose nothing in sight seems so effective as the Stevens bill now before the United States Senate. Every shipper on order bills should stop now for a minute and write his senators, demanding that they not only

vote for it but that they hasten its passage. It has already passed the House.

Zahm's Red Letter deprecates the "calamity howler" and can see no virtue in the bear's circular growls about lower prices. Which is all well enough; but after all those months when the bull ran about rampant, there must come a change of tune if we are to have any of that variety which is called the spice of life, don'tcherknow?

When one considers the vast amount of grain consumed in New England and the Atlantic Coast States, one does not imagine that the Eastern grain receiver's occupation is gone because the export trade is in the doldrums. New York particularly is a tremendous consuming market, one well worth the consideration of shippers in the Middle West, who will find New York receivers as alive to their consignors' interests as any in the land. The grain going Eastward is not slacking up; in fact it is simply changing its ultimate destination.

"Uniform Grades in all markets were requested by hundreds of shippers," says Zahm's Red Letter. "Toledo was first to adopt them; other markets followed, but some are still 'waiting.' In fact, a Baltimore house in an ad boast of the fact that Baltimore does not grade according to the uniform rules; that because of it, corn grades better there than elsewhere. This may or may not be so, but surely no headway toward uniformity can be made, if one or more markets stay out, and especially if such claims as made in the ad referred to, are continued."

But Baltimore is credited with having adopted the Uniform Grades for crop of 1910 except as to a few strictly local grains. The "ad" is probably unreliable, and such a circular should have been censured.

It is just as well, once in a while, to stop and "take account of stock" and to ask ourselves what association work really means. Mr. Strong of the Illinois Association tells us in another column just what apology that body has for its existence, considered from the points of view of the dealer, the farmer and the public. It seems to us he has made out a good case. The only thing he does not dwell upon is the only thing that might be called in question at all, to wit, that like all trade associations this one, too, seeks to relieve all shippers of grain in this state of the evils of unfair competition; and we believe that the right to do that has been universally conceded to be wholesome in its influence on commerce and trade.

Mr. Goodman has turned the light early on the coming decennial conflict of Census Bureau and Statistical Bureau acreage and yield totals for 1909, as a preliminary announcement of a coming event. Ten years ago, it will be remembered, the variations of the two reports on the same thing were so wide that a board of crop experts was summoned to Washington to investigate; and all but Brother Murray of the *Price Current* were impressed by the discrepancies shown. But, as Mr. Goodman now reminds us, the fact that the variations were vital and went to the very heart of the Statistical Bureau system made no difference in the subsequent compilation of the Bureau Reports. Now, "what shall the harvest be" when the new comparison is published? Will there be again that same "deep gulf fixed" between the

two reports on the crop of 1909 as of 1899? And if it shall be there again, what will the Statistical Bureau do about it? This comparison is really the "big show" of the decade; it will be worth watching and waiting for.

The persistence of the grain thief in terminal yards is impressed on us again by the report to the Board of Trade of Chicago that during 1910 there were 131 arrests for stealing grain from cars in the yards. Of those arrested 44 paid fines aggregating \$521, of which \$234 was paid by the receivers of stolen grain. That the yards and the receivers are good schools and schoolmasters for young thieves is shown by the fact that 81 of those arrested were juveniles, of whom 69 were paroled and 12 sent to the John Worthy School.

The "National Hay and Grain Reporter" heads its "Co-operative Department" with a questionable adaptation of an old truism, somewhat out of favor just now—"Co-operation is the Life of Trade." Perhaps; but you'll have to develop the art of handling demagogic shibboleths better than that if you hope, friends, to succeed in the "co-operative habit." Co-operation, as it now seems to be from its trade literature, leaves too musty a taste in the mouth for one to grow very enthusiastic about it, in spite of the fact that some good people believe in its necessity and are a part of it.

One notable feature of the fall and winter has been the almost ubiquitous corn show, which has not yet ended its run, with or without expert lecturers. In all parts of the corn belt; north and south, to an unexampled degree, the attention of farmers has been called to the seed corn propaganda and to the economic and cereal importance of more corn. The shows have been most interesting to agriculturists, and, as one may sometimes think, even more so the city folks who crowd the exhibition aisles and go into raptures over the ears wearing the blue ribbons, just as the same hopelessly-landless make up so large part of the attendance at the "land shows" and rave over the red apples. But the shows are a good thing in so far as they awaken emulation, even if the economic question involved make little impression *per se*.

The Chief of the Bureau of Statistics in a very interesting circular, reproduced on another page, has endeavored to controvert the commonly accepted doctrine that agriculture in this country is not keeping pace with the rest of the Nation in its industries. It is well worth reading, if only as showing what seems to be the influence of criticism upon the optimism of the Agricultural Department in the past. Previous to a very short time ago, as Dr. C. G. Hopkins showed in a paper at Decatur last June, the Department practically pooh-poohed the notion that our older farms are wearing out; whereas in the circular in question we are shown that historically the "soil robber" has been but following economic law—as applied to self alone—and that we have now arrived at the logical thirdly of the "historical phases of agriculture," the scientific farmer, who has come upon the stage at the "psychological moment," as science always does, and is able to hold the

"spot light" because his work has been found necessary to prevent the scrub farmer from starving the people through his poor crops and worse husbandry.

It is now said the "night rider" raids on the broom corn growers in Oklahoma "appears to have been something of a joke" but "served to scare up buyers." This is the queerest sort of "publicity" we have heard of as yet.

The grain export trade has been rather personally reminded for sometime past of the economic principle that, in order that his trade may be good, prices here should be "permanently lower, but only a shade lower than anywhere else," and not higher, as they have been.

President Taft is very anxious to see the ship subsidy bill go through at this session. If he would but tell us how it would sell a bushel of grain or a pound of corn meal or a carton of oats in the old world, the Western grain growers might take to it with more enthusiasm than they do now. Mr. Taft seems to have forgotten that some Western congressmen never went back to Washington to see what had hit them after voting for the last bill for this same subsidy.

The Wabash road in Nebraska has been beaten in its attempt to declare how many grain elevators a station on its line ought to have. It is quite true one house would be entirely sufficient for the needs of most stations—one house and an attentive agent to keep it well supplied with cars. But while such an arrangement would be ideal for the elevator man and the road, it is un-American and essentially inequitable. Two men, or even more, have the natural right to go into the grain business, or any other, at any place; and for a carrier to say them nay would be taking a dangerous liberty. This the Wabash has found out by its fight against building a switch for the Co-operative Company elevator at Manley, which has been going on since 1907. The elevator people pay the cost of the switch, but the Wabash was compelled at last to agree to build the tracks rather than let the case come to a trial.

It is a fact of some importance that while the railway men deny Mr. Brandeis' assumption that the limit of railway economy has not only not been reached (as railway men say it has) but that little real progress has been made toward the ultimate in sound management, no real showing to the contrary has been made. It is rather unfortunate that the railway defense rarely ventures beyond the matter of mere operation; in which department, indeed it can be shown that the mogul engines and 100-ton cars are not elements of true economy so long as trackage is not universally adapted to them. Whole systems have been known to have been tied up by a mogul engine and a fifty-car train trying to get out of the way of another similar train with only a 25-car siding between them. When the defense goes beyond operation, the argument has so far been strictly *ad hominem* and futile, as will be seen by a reading of the synopsis of Mr. Brandeis' brief, on another page. The Commission's second postponement (to March 15) of the proposed advances in the

rates seems to indicate that perhaps the argument that the public is entitled to all the benefits of scientific management before any increase of rates can be justified has cut home.

Some changes in the crop report are promised. Some others that ought to be made are not yet promised; as for example, an adjustment of the variations between state and Government reports. These seem unusually marked for the crop of 1910, especially in the five states of Illinois, Iowa, Indiana, Ohio and Missouri; and no explanation for the variations has been attempted by either the state or the Government statisticians, all of whom seem to ignore the matter as of no concern or as if their reports were the only ones published.

Congressman Mann from a Chicago district, in his recent canvass, came into collision with a seeds dealer. Whether or not he feels that that fact qualifies him to concoct a pure seeds law that shall be fair and reasonable, in the light of human experience in handling seeds, we know not; but he has introduced a bill in Congress that practical seeds men declare is simply impossible if the seeds business is to remain within the list of reputable industries. Mr. Mann is wise enough to know that purity in this world is always and forever must be a relative term, to whatever it may be applied. Why, then, not take that fact into consideration, Mr. Congressman, when you are drawing bills you expect to become laws?

The Canadian farmers are very radical fellows. They seem to have lost all reverence for the "vested rights" created by what they are pleased to term a bad fiscal system; and in their address at Ottawa on December 15, demanding that the government meet the United States half way in order to effect a reciprocity treaty of trade, they say the vested rights created by protection "should be given no consideration whatever," as these interests were duly warned that the system should not be perpetuated. Reciprocity, indeed, seems to be more an issue in Canada than it appears to be on this side the line; and yet in its details the Canadian proposals have quite a direct bearing on our American agricultural interests, that is worth taking account of.

In view of the long and vexatious litigation required to establish the validity of the Carmack amendment to the commerce act, holding the initial, or receiving, carrier responsible for an interstate shipment passing through the hands of more than one carrier on its way to destination, one hardly appreciates the complaint of President Ripley and other railroad men, that there is somewhere, not definitely located, a sort of propaganda of prejudice against the transportation companies. It would seem rather, that the companies, by their studied resistance to what to the layman looks like common-sense liabilities have created somewhat of that prejudice themselves. It is hardly reasonable to expect a shipper to locate a loss occurring at a long distance from his station, or from his own state, and upon a road unfamiliar to him and which issued to him no evidential documents against the shipment in question. This shelving of the burden of liability was hardly

the "square deal" the railroads are now for the first time in their history beginning—very properly, too—to ask for in their own behalf, now that the courts are enforcing it in behalf of the shipping public.

The testimonial to George F. Stone reveals the habitual attitude of the secular press toward public men who may be characterized as eminent but not notorious. Here is a man whose beneficent influence on purely legitimate commerce and trade will be reflected long after he shall have passed into the Beyond; whose services to this great city and to the West are quite beyond estimation, morally or commercially speaking; a man of many scholarly attainments and great beauty of character, and of a large personal following of the finest gentlemen among us; yet the function named received but a bald mention at the hands of "Chicago's greatest newspaper," and but perfunctory words elsewhere. Truly, as has been before lamented, the perspective of the modern press is wholly distorted; newspaperdom seems to manifest no real interest in anything that is wholly devoid of some feature of essential vulgarity.

The Society of Equity, which has been working for several years to scrape together \$50,000 to build "a terminal elevator" at the head of the lakes and for two years has stuck dead fast at \$44,000 in subscriptions, will make one more try at the Tri-State Grain Growers' meeting at Fargo; but the Society will also "try for the" passage of an amendment to the constitution of North Dakota to enable that state to build and operate "state grain terminals" at Duluth and Minneapolis; so it is likely the financing of the scheme by the beneficiaries themselves will be abandoned, even though it will not be possible to amend the constitution until 1912. The ease with which these co-operators shirk their own part in the co-operation by shouldering the operating expenses onto the "state," is equaled only by their self-confidence that they might successfully manage a business when financed by the "state" that people are pretty sure they could not keep out of the bankrupt court after six months when financed by themselves.

Cincinnati has again established a Weighing Department and has again promulgated rules governing the weighing of hay and grain. But already there are objections and threats of a bolt by certain factors in the trade on account of the cost of the service. The trouble at Cincinnati seems to be a want of cohesion among the trade and a consequent lack of authority. So long as anybody—member of the Chamber of Commerce, who may be a real estate man or a dealer in junk—has power to dictate what the grain section of the Chamber shall or shall not do, conditions thoroughly satisfactory to neither the shippers nor receivers in the market can be expected. The grain trade there should execute their threat to organize on their own account, at least so far as to take their cue from the Grain Club of the St. Louis Merchants' Exchange, an institution which, like the Chamber at Cincinnati, is made up in part of other than grain men and who have some power to interfere with the business of the grain interests.

TRADE NOTES

F. H. Morley is now representative for the Invincible Grain Cleaner Co. of Silver Creek, N. Y., with offices in Traders' Building, Chicago.

Bert Ball, at the head of the Publicity Bureau of the Merchants' Exchange of St. Louis, Mo., mailed his friends a handsome leather pocket book for bank notes as a holiday remembrance.

Albert Wilford, of Baltimore, Md., has patented a new machine known as the Wilford Cleaner, Separator and Dryer, which, it is said, has made an excellent record in the B. & O. elevator at Locust Point where it was tried out.

Barnard & Leas Mfg. Co., of Moline, Ill., manufacturers of the well known line of grain elevator and flour mill machinery, have engaged Wm. G. Clark to represent them in central territory with offices at 701 Fisher Building, Chicago.

There comes this month from the Jeffrey Manufacturing Co., of Columbus, Ohio, a catalog illustrating the Jeffrey alfalfa mill. This is a substantial and efficient machine for grinding alfalfa hay for feed. The catalog will be mailed on request.

The Gardner Grain Weigher Co., of Ottawa, Ill., has been incorporated with a capital stock of \$25,000 to manufacture and deal in grain weighing, loading and conveying devices. The incorporators are W. C. Vittum, C. B. Chapman and Duncan McDougall.

The Christmas number of Graphite devoted to the interest of Dixon's Graphite Productions, and published by the Joseph Dixon Crucible Co., of Newark, N. J., was a very attractive edition with a number of very handsome illustrations and special articles.

The Claus-Bland Mfg. Co. has succeeded the Grain Dealers' Supply Co. at Minneapolis, Minn. Included in their lines of grain elevator machinery they will manufacture portable and stationary elevators for farm granaries and sheet metal spouting of all descriptions.

We are just in receipt of a catalog showing the new Traction Engines placed on the market by Fairbanks, Morse & Co., of Chicago. The engine is of standard Fairbanks-Morse single cylinder water cooled, four cycle type, using gasoline, benzine, naphtha or distillate. The manufacturers will send catalog No. 544 showing the engine on request.

The Webster Mfg. Company is successor to Webster Mfg. Co., engineers, founders and machinists, at 1075-1111 West Fifteenth street, Chicago. The change in firm name is nominal only with no changes in officers of the company and business is carried on in the same manner that has proven so satisfactory through many years to an extensive line of customers.

In our write-up of the Canadian Pacific Railroad Co.'s elevator at Victoria Harbor last month it was erroneously stated that the greater part of the elevating and conveying machinery and all the machinery of the marine legs was furnished by The Webster Mfg. Co. The machinery equipment was supplied by a number of firms, The Webster Mfg. Co. supplying a part of it.

The S. Howes Co., Inc., of Silver Creek, N. Y., have mailed with their January calendar a handsome half-tone representation of their "Eureka" scouter, with scouring regulator so that wheat can be scoured to any degree without breakage. They also sent out with holiday greetings a small brochure containing the poem "The Miller of Sans Souci," in which the story of the miller of Potsdam and King Frederick was told in rhyme by Francois Guillaume, Jean Stanislaus Andreux.

The S. Howes Company of Silver Creek, N. Y., proprietors of the "Eureka Works," announce that the past year has been the most successful ever experienced by them. The company reports that they have built and shipped out more "Eurekas" during 1910 than in any previous year, and have as well added many improvements to their already extensive "Eureka" line of grain cleaning machinery. In order to give customers prompt deliveries the company is at present erecting a new fireproof foundry, 75x100 feet and making other additions to the fac-

tory that will increase the output fully 50 per cent. The S. Howes Company wishes to thank through "The American Elevator and Grain Trade" all its patrons throughout this and other countries and to assure them that all future business will receive most careful attention.

G. W. Stephens, of New York city, has severed his relations with The Webster Mfg. Company, of Chicago, with whom he has been associated for the past twenty-five years and having acquired a substantial interest in the firm of Stephens-Adamson Mfg. Co., of Aurora, Ill., has assumed the management of their entire eastern business. The New York office has an engineering department in charge of J. G. Marcrum and the eastern branch has every facility for serving customers promptly and well. The office is located at 50 Church street.

The Jeffrey Manufacturing Company, of Columbus, Ohio, have opened a new office in the Fourth National Bank Building, Atlanta, Ga., with Mr. D. C. Rose, formerly with the Dodge Mfg. Co., as manager. A stock of Jeffrey chains and catalogs will be on hand. This is the tenth Jeffrey branch office in the United States, although there are over 100 Jeffrey agencies situated in the principal cities of United States, as well as in the leading commercial centers all over the world. Jeffrey products consist of elevating and conveying machinery for handling and distributing material for every possible purpose including the design, supervision, manufacturing, assembling, and erecting of same. The Jeffrey Manufacturing Company are inviting their friends, as well as prospective customers in the vicinity of Atlanta, to call on or address Mr. Rose, for whom they bespeak favorable consideration.

The Invincible Grain Cleaner Company, Silver Creek, N. Y., reports the closing of one of the busiest years in their history, and they have in the past had some record breaking years, which shows that the Invincible machines are making an enviable reputation, and that their use is continually extending. The rapid expansion of their business made it necessary for them to give up the office they had in their factory so as to enable them to get more room and a handsome new office has been built and equipped, adjacent to the factory, which will enable the company to handle their business more systematically. With this new office the company is in condition to handle the future business much more rapidly and speedily than heretofore. The Invincible Grain Cleaner Company wishes to take this opportunity to thank their many patrons who have extended to them their confidence in the past, to assure them that their wants will be taken care of in the future in the very best manner possible, and to wish all of their patrons and friends a Happy and Prosperous New Year.

ANNUAL RECEIPTS AND SHIPMENTS.

The following are the totals of receipts and shipments of grain at the principal markets of the United States, reported by the exchange officials as named below for the year 1910:

BALTIMORE—Reported by Jas. B. Hessong, Secretary of the Chamber of Commerce.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	6,723,673	5,821,809	4,931,062	2,991,527
Corn, bu.....	10,428,779	10,213,817	8,500,934	6,772,959
Oats, bu.....	3,273,451	3,040,343	1,436	2,422
Barley, bu.....	25,391	28,719		
Rye, bu.....	542,601	508,885	11,322	21,024
Timothy seed, bu.	40,070	42,245		
Clover seed, bu.	21,635	53,391	4,431	13,966
Hay, tons.....	60,050	56,639	16,401	15,665
Flour, bbls.....	2,212,487	2,254,543	879,040	906,169

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	5,707,404	9,465,984	6,337,243	9,394,970
Corn, bu.....	3,424,452	2,948,486	2,749,967	2,067,014
Oats, bu.....	4,306,794	4,217,979	136,914	20,058
Barley, bu.....	169,713	406,883	92,228	333,124
Rye, bu.....	58,682	60,866	6,488	36,680
Flax seed, bu.....	2,740	191,254	9,363	126,885
Hay, tons.....	142,500	140,830	14,782	32,762
Flour, bbls.....	1,917,971	1,916,156	582,402	616,263

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	34,278,377	56,084,971	29,473,238	58,095,219
Corn, bu.....	698,121	1,224,854	655,686	1,257,734
Oats, bu.....	6,267,389	5,117,437	6,340,076	5,179,727
Barley, bu.....	10,764,542	10,509,130	10,907,078	10,576,689
Rye, bu.....	342,958	552,954	359,322	558,619
Flax seed, bu.....	3,885,180	10,126,291	3,976,571	10,897,430
Flour, bbls.....	4,716,740	4,777,050	5,505,620	5,593,095
Flour produced...	784,790	624,240		

CHICAGO—Reported by Geo. F. Stone, Secretary of the Board of Trade.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	27,540,100	26,985,112	18,679,100	23,484,171
Corn, bu.....	102,592,850	90,894,920	78,623,100	72,835,839
Oats, bu.....	101,859,000	87,884,238	77,890,100	77,288,653
Barley, bu.....	25,685,000	27,061,614	7,237,800	8,566,086
Rye, bu.....	1,153,500	1,426,350	498,400	903,569
Timothy seed, lbs.	34,298,300	51,106,739	27,086,100	20,673,915
Clover seed, lbs.	5,759,700	5,551,664	2,774,200	4,669,531
Oth. gr. seed, lbs.	26,085,800	34,473,910	26,366,800	50,705,116
Flax seed, bu.....	1,388,300	1,139,119	244,000	150,834
Broom corn, lbs.	15,010,900	10,970,204	12,208,500	9,127,816
Hay, tons.....	272,754	263,047	24,295	16,571
Flour, bbls.....	3,006,283	8,526,207	7,038,351	8,316,943

CINCINNATI—Reported by C. B. Murray, Supt. of the Chamber of Commerce.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	4,307,328	4,874,771	3,760,906	4,340,416
Corn, bu.....	11,700,574	10,344,408	9,892,767	7,202,444
Oats, bu.....	18,999,027	17,273,766	16,771,727	15,916,804
Barley, bu.....	799,522	540,156	49,490	55,032
Rye, bu.....	732,849	681,847	327,375	261,501
Malt, bu.....	1,879,198	1,671,434	470,989	445,651
Timothy seed, bgs.	46,955	45,656	45,112	45,955
Clover seed, bgs.	40,370	43,757	40,389	42,900
Oth. gr. seed, bgs.	155,587	1,481,650	143,177	138,031
Hay, tons.....	189,202	167,263	141,085	115,322
Flour, bbls.....	1,324,010	1,402,331	848,984	914,878

DETROIT—Reported by F. W. Waring, Secretary of the Board of Trade.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	2,091,314	2,652,932	97,615	134,561
Corn, bu.....	3,076,009	2,659,692	1,835,447	1,190,730
Oats, bu.....	2,967,580	2,591,389	231,519	598,814
Barley, bu.....	40,158	558,336	6,233	9,562
Rye, bu.....	267,438	268,747	240,839	184,698
Total.....	8,802,499	8,781,096	2,467,663	2,109,761
Flour, bbls.....	257,537	229,567	237,863	267,151

KANSAS CITY—Reported by E. D. Bigelow, Secretary of the Board of Trade.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	43,527,700	35,354,000	30,446,200	25,272,500
Corn, bu.....	17,619,400	11,547,150	15,202,200	9,857,550
Oats, bu.....	5,451,500	6,349,500	4,261,400	5,853,000
Barley, bu.....	394,200	421,300	258,700	123,200
Rye, bu.....	79,200	121,000	52,800	53,900
Flax seed, bu.....	15,000	102,000	21,000	9,000
Bran, tons.....	11,620	21,140	88,940	96,180
Hay, tons.....	301,488	196,512	76,188	40,264
Flour, bbls.....	120,750	185,000	2,177,000	2,205,450

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	10,313,310	7,761,305	5,971,362	2,670,310
Corn, bu.....	8,150,680	5,990,300	7,012,973	5,960,935
Oats, bu.....	13,204,050	8,908,700	11,572,588	5,616,877
Barley, bu.....	14,635,293	12,653,800	4,382,210	5,208,061
Rye, bu.....	926,730	1,049,700	561,713	695,010
Flax seed, bu.....	301,200	396,000	114,400	2,400
Hay, tons.....	30,192	9,921	1,130	854
Flour, bbls.....	3,149,695	3,468,178	3,710,086	4,240,042

MINNEAPOLIS—Reported by E. S. Hughes, Ass't Secretary of the Chamber of Commerce.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	99,721,600	61,111,410	19,200,330	21,698,500
Corn, bu.....	9,744,090	5,082,850	6,743,900	3,134,500
Oats, bu.....	19,539,740	14,059,230	14,278,950	15,323,920
Barley, bu.....	21,972,420	20,235,500	18,406,630	18,000,120
Rye, bu.....	1,347,140	2,236,560	1,145,836	1,241,530
Flax seed, bu.....	7,749,790	7,600,010	1,446,380	1,802,030
Hay, tons.....	46,330	27,830	15,810	2,320
Flour, bbls.....	318,033	269,061	15,680,260	15,447,981

MONTREAL—Reported by Geo. Hadriil, Secretary of the Board of Trade.

Articles.	Total.	1910.	Shipments—
Wheat, bu.....	25,054,949	20,089,558	
Corn, bu.....	3,594,451	2,752,495	
Oats, bu.....	8,778,397	3,268,906	
Barley, bu.....	1,557,500	512,209	
Rye, bu.....	5,432		
Flax seed, bu.....	487,009		
Flour, bbls.....	1,152,696	1,221,962	

NEW ORLEANS—Reported by H. S. Herring, Secretary of the Board of Trade.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	176,000	1,506,000	213,654	1,810,338
Corn, bu.....	9,947,000	8,877,000	7,205,201	6,192,641
Oats, bu.....	1,885,000	1,969,000	67,521	173,377
Hay, tons.....	41,380	27,644	1,400	1,600
Flour, bbls.....	934,543	1,061,117	708,018	625,337

NEW YORK—Reported by H. Heinzer, Statistician of the Produce Exchange.

Articles.	1910.	1909.	Receipts—	Exports—
Wheat, bu.....	16,413,300	23,304,300	9,278,270	17,589,885
Corn, bu.....	12,285,200	7,428,005	7,511,993	3,677,253
Oats, bu.....	23,115,225	22,717,562	612,796	477,134
Barley, bu.....	2,047,743	3,469,325	441,598	934,080
Rye, bu.....	287,738	300,100	52,832	216,470
Peas, bu.....	258,775	275,095	118,160	104,593
Corn meal, bbls.	682,326	494,272	133,612	137,144
Flour, bbls.....	8,098,007	7,069,142	2,989,962	2,956,301

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	9,124,800	10,179,200	4,782,000	6,510,000
Corn, bu.....	23,429,400	22,391,600	19,661,000	17,333,000
Oats, bu.....	9,342,000	10,324,800	8,068,500	9,553,500
Barley, bu.....	662,200	578,000	175,000	375,000
Rye, bu.....	195,700	196,000	168,000	185,000

PEORIA—Reported by John R. Lofgren, Secretary of the Board of Trade.

Articles.	1910.	1909.	Receipts—	Shipments—
Wheat, bu.....	1,218,569	1,354,431	980,134	990,857
Corn, bu.....	16,761,728	15,104,856	12,379,950	11,203,270
Oats, bu.....	12,621,742	8,232,217	13,665,395	8,427,950
Barley, bu.....	2,695,130	2,668,440	1,202,737	1,574,577
Rye, bu.....	336,298	314,800	89,770	94,714
Milled feed, tons.	43,668	40,124	68,317	54,957
Spr. & Lq., bbls.	158,430	111,250	577,891	504,157
Syr. & Glue, bbls.	107,065	102,115	94,477	80,306
Seeds, lbs.....	1,380,000	2,111,200	1,572,000	990,000
Broom corn, lbs.	978,000	1,470,000	1,505,500	1,530,000
Hay, tons.....	47,819	32,922	9,812	7,904
Flour, bbls.....	2,809,036	2,494,528	2,682,494	2,319,756

TOLEDO—Reported by Archibald Gassaway, Secretary of the Produce Exchange.

Articles.	Receipts		Shipments	
	1910.	1909.	1910.	1909.
Wheat, bu.....	4,515,300	4,364,000	1,337,200	1,337,200
Corn, bu.....	4,439,750	3,709,600	2,229,300	1,832,100
Oats, bu.....	3,978,600	3,239,300	3,463,850	2,897,750
Barley, bu.....	10,100	10,100	2,500	2,500
Rye, bu.....	122,650	181,700	127,400	193,800
Clover seed, bags	79,278	95,108	75,203	80,792
Flour mfd., bbls.	1,057,240	1,068,000		

BARLEY and MALT

A malt house and elevator will be erected by the Northern Brewing Co. at Duluth, Minn., next spring.

The Kentucky Malt & Grain Co. of Louisville, Ky., intends to increase the capacity of its plant and make other improvements.

A two-story concrete and steel plant will be built in Chicago by the Northwestern Malt & Grain Co. The contract has been given to the Stephen Engineering Co.

The American Malted Food Co. of Milwaukee, Wis., had an interesting exhibit in the Wisconsin Pure Drug Show held between November 28 and December 4.

A large new addition will be built to the plant of the Electric Malt Co. of Minneapolis, Minn., which will increase its capacity from 750,000 bushels to 1,250,000 bushels.

About 15,000 sacks of barley were recently submerged in the Sacramento River when a barge on its way to Port Costa, Cal., sank three miles below Grimes. Much of the grain was saved in a damaged condition.

The Hansen Malting Co. of Milwaukee, Wis., has purchased a 6-acre tract of land in that city and will erect a modern fireproof malting plant with a capacity of 1,000,000 bushels. It will be equipped with the Saladin Pneumatic Malting System, and will be ready for operation next September. The company recently elected the following officers: President, C. E. Hansen; vice-president, O. R. Hansen; secretary and treasurer, Otto E. Schuitz.

The Review of Portland, Ore., says that there has been some demand there for barley from the East, and to December 15 some 4,000 tons had been bought. The movement was then of such a character it was expected to continue for several months. Most of the Eastern orders are executed by Portland brokers, but the farmers have sold a good deal of grain to Eastern buyers direct. The demand has been entirely for brewing purposes, orders coming from the middle Northwest.

EXPORTS AND IMPORTS.

The following is a statement of the exports and imports of various cereals, seeds, etc., for the month of November, 1910, and for the eleven months ending with November, 1910, as reported by the Bureau of Statistics, Department of Commerce and Labor (quantities only unless otherwise stated):

ARTICLES.	Nov. 1910.		ELEVEN MONTHS, ENDING NOV.	
	1909	1910	1909	1910
Exports—				
Barley, bu.....	810,285	2,353,863	4,226,949	6,906,397
Buckwheat, bu.....	5,512		200,126	63,997
Corn, bu.....	2,361,435	2,017,961	30,275,207	25,242,406
Corn Meal, bbls.....	29,277	34,658	430,200	309,196
Oats, bu.....	217,391	43,584	1,176,956	1,849,191
Oatmeal, lbs.....	1,927,270	2,888,235	15,917,137	8,156,919
Rice, lbs.....	260,671	865,820	2,273,317	18,209
Rye, bu.....	11	947	367,994	4,947
Rye Flour, bbls.....	318	1,035	2,838	4,947
Wheat, bu.....	8,427,421	2,505,026	44,762,475	20,848,751
Wheat Flour, bbls.....	1,015,190	944,443	8,488,238	7,340,365
Bran, Millfeed, etc., tons.....	5,623	4,191	49,169	45,356
Dried Grains, etc., tons	4,240	4,401	67,838	63,439
Rice, bran, meal, etc., lbs.....	3,689,573	3,232,451	19,422,758	12,734,537
Total Breadstuffs.....	\$16,777,982	\$10,279,270	\$124,468,661	\$96,698,303
Glucose and Grape Sugar, lbs.....	9,179,404	8,962,134	85,333,232	113,207,566
Hay, tons.....	5,734	5,916	55,614	49,817
Oil Cake and Oil-Cake Meal—				
Corn, lbs.....	3,912,608	9,863,797	43,762,729	60,226,605
Cotton Seed.....	84,379,584	112,276,261	707,054,432	602,440,952
Flaxseed or Linseed lbs.....	76,655,578	47,695,614	548,781,575	592,737,626
Vegetable Oils—				
Corn, lbs.....	1,068,540	1,395,043	20,666,361	11,862,863
Cotton Seed, lbs.....	21,824,025	25,957,974	310,490,733	147,883,793
Linseed, gals.....	33,227	19,947	227,545	154,388
Clover Seed, lbs.....	1,267,860	469,564	13,046,716	4,276,110
Cotton Seed, lbs.....	2,745,053	1,123,712	37,063,195	17,339,316
Flax Seed, bu.....	33,120	63	30,141	4,260
Timothy Seed, lbs.....	4,045,539	355,992	21,034,842	17,544,189
Other Grass Seed, val.	\$177,571	\$35,481	\$562,802	\$256,802
Beans, etc., bu.....	47,666	42,740	291,424	295,820
Imports—				
Oats, bu.....	17,196	629	4,358,393	741,841
Wheat, bu.....	2,882	1,588	22,332	143,247
Wheat Flour, bbls.....	9,223	15,055	102,805	172,653
Rice, lbs.....	6,246,790	6,396,881	80,439,061	77,234,306
Rice, Flour, Meal, etc., lbs.....	10,990,821	8,090,054	126,041,983	131,929,251
Castor Beans, bu.....	95,730	9,873	330,508	516,010
Clover Seed, lbs.....	771,256	1,198,570	14,229,926	14,983,187
Flax Seed, bu.....	50,530	959,558	973,162	7,395,541
Beans, etc., bu.....	30,413	123,524	2,878,972	893,032

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain etc., at leading receiving and shipping points in the United States for the month of December, 1910:

BALTIMORE—Reported by James B. Hessong, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	192,184	636,347	542,927	177,333
Corn, bushels.....	2,116,706	3,414,873	937,104	1,794,999
Oats, bushels.....	170,959	90,784	100	190
Barley, bushels.....	12,058	833		
Rye, bushels.....	61,715	25,709		
Timothy Seed, bus.....		2,254		10,180
Clover Seed, bus.....	1,055	1,505	138	1,800
Hay, tons.....	4,794	3,914	1,073	1,311
Flour, barrels.....	205,714	233,855	97,037	144,091

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Wheat, bushels.....	152,748	629,537
Corn, bushels.....	783,638	419,783
Oats, bushels.....	314,036	1,725
Barley, bushels.....	3,139	
Rye, bushels.....	3,900	
Hay, tons.....	15,440	1,664
Flour, barrels.....	198,857	90,681

CHICAGO—Reported by George F. Stone, Secretary of the Board of Trade.

Wheat, bushels.....	765,800	1,566,600	1,125,100	1,127,521
Corn, bushels.....	13,857,300	10,274,350	7,671,800	3,729,434
Oats, bushels.....	10,292,600	5,675,662	6,739,800	5,404,474
Barley, bushels.....	3,070,600	1,967,138	1,078,600	621,928
Rye, bushels.....	172,000	140,500	60,400	23,844
Timothy Seed, lbs.....	1,563,400	4,495,820	898,600	1,751,503
Clover Seed, lbs.....	230,500	61,500	224,200	204,300
Other Grass Seeds, lbs.....	1,046,300	1,802,106	1,484,800	1,933,411
Flax Seed, bushels.....	124,700	160,000	25,700	11,549
Broom Corn, lbs.....	2,640,800	712,146	3,333,200	492,692
Hay, tons.....	26,065	17,942	1,235	1,944
Flour, barrels.....	490,189	591,094	422,358	527,495

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Wheat, bushels.....	495,674	264,404	302,076	247,502
Corn, bushels.....	825,000	887,706	463,350	487,728
Oats, bushels.....	406,358	450,264	321,501	304,215
Barley, bushels.....	153,200	64,124		1,000
Rye, bushels.....	99,558	69,286	60,588	36,287
Malt, bushels.....	189,000	175,226	50,200	42,100
Timothy Seed, bgs.....	973	1,268	3,875	5,122
Clover Seed, bgs.....	1,451	2,824	3,455	2,767
Other Grass Seed, bgs.....	23,752	18,539	15,878	13,345
Hay, tons.....	22,336	16,098	13,779	9,552
Flour, bbls.....	119,891	131,511	76,560	82,449

DETROIT—Reported by F. W. Waring, Secretary of the Board of Trade.

Wheat, bushels.....	343,510	546,190	4,178	10,742
Corn, bushels.....	647,692	470,442	253,490	186,980
Oats, bushels.....	291,738	180,013		55,029
Barley, bushels.....	84,488	40,382		987
Rye, bushels.....	34,404	26,036	6,258	17,258
Flour, barrels.....	27,278	16,824	24,723	25,596

DULUTH—Reported by Chas. F. MacDonald, Secretary of the Board of Trade.

Wheat, bushels.....	2,897,513	3,107,591	1,383,878	5,800,018
Corn, bushels.....	42,363			
Oats, bushels.....	254,624	506,201	183,818	429,955
Barley, bushels.....	254,624	695,947	306,054	969,137
Rye, bushels.....	1,578	39,619		59,404
Flax Seed, bushels.....	370,001	655,187	480,313	3,201,001
Flour, bbls.....	88,000	159,500	303,555	432,520
Flour, bbls., Production.....	69,105	159,420		

KANSAS CITY, MO.—Reported by E. D. Bigelow, Secretary of Board of Trade.

Wheat, bushels.....	2,752,800	1,599,700	1,411,200	1,299,100
Corn, bushels.....	1,322,800	1,041,900	828,000	672,700
Oats, bushels.....	584,800	280,500	282,200	408,000
Barley, bushels.....	64,400	22,000	40,600	8,800
Rye, bushels.....	11,000	5,500	5,600	1,100
Flax Seed, bushels.....	1,000	1,000		2,000
Bran, tons.....	1,020	1,420	5,960	6,600
Hay, tons.....	29,280	20,520	7,944	3,360
Flour, barrels.....	15,000	16,000	127,250	166,750

MILWAUKEE—Reported by H. A. Plumb, Secretary of the Chamber of Commerce.

Wheat, bushels.....	606,810	422,600	669,359	399,701
Corn, bushels.....	1,279,050	284,900	1,051,004	851,038
Oats, bushels.....	1,744,000	499,500	2,434,308	647,856
Barley, bushels.....	1,779,700	1,003,600	768,214	250,852
Rye, bushels.....	153,000	70,000	167,870	81,000
Flax Seed, bushels.....	2,400	43,460		
Hay, tons.....	4,556	2,390	12	66
Flour, bbls.....	216,627	298,325	344,997	397,378
Mill Feed, tons.....	4,997	2,185	18,156	25,654

MINNEAPOLIS—Reported by E. S. Hughes, Assistant Secretary of the Chamber of Commerce.

Wheat, bushels.....	10,004,640	6,904,870	1,349,450	1,064,220
Corn, bushels.....	1,863,380	467,670	999,950	109,760
Oats, bushels.....	2,063,840	757,300	1,173,020	816,240
Barley, bushels.....	2,479,670	1,069,790	1,800,940	864,290
Rye, bushels.....	190,540	163,850	89,120	107,150
Flax Seed, bushels.....	534,680	601,430	47,590	85,940
Hay, tons.....	8,090	1,180	4,440	110
Flour, bbls.....	39,148	21,649	1,228,366	1,319,358

MONTREAL, QUEBEC, CANADA—Reported by George Hadrill, Secretary of the Board of Trade.

Wheat, bushels.....	35,310	746,331		
Corn, bushels.....	20,736	12,003	7,853	800
Oats, bushels.....	86,290	121,217	78,762	138,350
Barley, bushels.....	145,163	189,432		51,100
Rye, bushels.....		8,933		
Flax Seed, bushels.....	62,445	124,393		38,970
Flour, bbls.....	48,361	60,943	42,786	65,657

NEW YORK—Reported by H. Heinzer, Statistician of the Produce Exchange.

Wheat, bushels.....	729,600		642,734	
Corn, bushels.....	2,603,250		1,379,319	
Oats, bushels.....	1,454,850		25,987	
Barley, bushels.....	184,463		11,119	
Rye, bushels.....	17,250			
Timothy Seed, lbs.....				
Clover Seed, lbs.....	6,070		4,447	
Other Grass Seed, lbs.....				
Flax Seed bushels.....	494,187		1,250	
Hay, tons.....	23,800		10,749 b's	
Flour, bbls.....	731,059		296,602	

NEW ORLEANS—Reported by H. S. Herring, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1910	1909	1910	1909
Wheat, bushels.....	1,000	80,000	1,008	184,309
Corn, bushels.....	1,464,000	3,091,000	742,580	1,491,373
Oats, bushels.....	183,000	140,800	17,169	61,800
Hay, tons.....	2,940	2,340	185	46
Flour, bbls.....	99,440	106,075	67,213	58,364

OMAHA—Reported by F. P. Manchester, Secretary of the Omaha Grain Exchange.

Wheat, bushels.....	1,206,000	645,200	547,000	424,000
Corn, bushels.....	1,780,800	1,394,800	684,000	536,000
Oats, bushels.....	1,468,800	758,400	898,500	786,000
Barley, bushels.....	229,600	30,000	51,000	18,000
Rye, bushels.....	25,300	32,000	17,000	28,000

PEORIA—Reported by John R. Lofgren, Secretary of the Board of Trade.

ELEVATOR AND GRAIN NEWS

IOWA.

H. E. Moore has purchased the elevator at Elliott, Iowa.

Ralph Eck has bought the grain elevator at Woolson, Iowa.

Charles Huey has just completed a new elevator at Humboldt, Iowa.

The Crawford Elevator at Minburn, Iowa, has been sold to D. W. Haymond.

The Farmers' Elevator Co. is moving its elevator from Thrall to Goldfield, Iowa.

Pat Morrissey has purchased an interest in the Farmers' Elevator at Alta, Iowa.

The New Hartford Grain Co. intends to erect an elevator at New Hartford, Iowa.

The Farmers' Elevator Co., of Iowa City, Iowa, has leased the Smith Elevator at that place.

A Brown Gas Engine has been installed in the plant of the Slifer Elevator Co., at Slifer, Iowa.

John Reidy has erected a 15,000 bushel elevator at Winthrop, Iowa, on the Illinois Central R. R.

Gerhardt Beyerinck has purchased the elevator and lumber yard at Carroll, Iowa, of Joseph Nurre.

An elevator is being erected at Council Bluffs, Iowa, by the Imperial Milling Co., of David City, Nebr.

William Cook has purchased the elevator, feed and grain business at Clinton, Iowa, from Frank Means.

The Farmers' Grain & Elevator Co., of Stanton, Iowa, has opened for business with C. A. Wickstrom as manager.

The Williams Brothers have leased their elevator at Sheffield, Iowa, to Mr. Froning, who will take possession March 1.

The Reliable Elevator Co. of Minneapolis, has purchased the elevator at Bayard, Iowa, from the Western Elevator Co.

W. W. Horras has sold his elevator business together with his lumber yard at Marengo, Iowa, to M. F. Green of Lime Springs.

George W. Post & Son have sold their elevator at Lehigh, Iowa, to the newly incorporated Farmers' Elevator Co., mentioned below.

Little Rock, Iowa, will have a farmers' elevator, as enough stock has been subscribed for, to permit the buying or the erection of a house.

The Scrogg Elevator Co. will not rebuild its elevator at Ireton, Iowa, which was recently destroyed by fire with a loss of \$6,000.

C. C. Buck has sold his elevator at Hubbard, Iowa, to the newly organized Farmers' Grain Co. for \$4,000. The new owners took possession on January 1.

An elevator has been erected at Grant, Iowa, by the Atlantic Mill & Elevator Co. of Atlantic, Iowa, and is operated under the supervision of J. A. Campbell.

The recently incorporated Farmers' Elevator Co., at Kamrar, Iowa, has purchased the Neal Grain Elevator for a consideration of \$7,000, and took possession on January 1. The company's manager will be D. Waterman.

The Farmers' Elevator Co. of Lehigh, Iowa, has been incorporated by F. C. Eslick, W. H. Goodrich, Frank Oldhenne, William Guthrie, Edward Heal, William Schram, R. H. F. Baiger and J. B. Marsh with a capital stock of \$15,000.

An iron clad building with a capacity of 20,000 bushels will be erected by W. A. Hanna at Danville, Iowa, for the purpose of handling corn. It will have two stands of legs, rope transmission and friction clutches to machines and transmission.

WESTERN.

A new elevator will probably be erected at Hedgesville, Mont., before March 1.

The Caldwell Milling & Elevator Co. of Caldwell, Idaho, has opened a branch house at Vale, Ore.

The North Idaho Grain Co. of Deary, Idaho, has moved its offices into its new quarters at the warehouse.

G. H. Pattison and F. J. Depuy have purchased the business of the A. S. Ingersoll Feed & Grain Co., of Colorado Springs, Colo.

The Twin Falls Milling & Elevator Co. has installed Sonander Automatic Scales in its new steel elevators at Filer and Buhl, Idaho.

The Campbell Grain & Milling Co. has been incorporated at Los Angeles, Cal., by D. E. Camp-

bell, D. L. Gibson and E. F. Bogardis, with a capital stock of \$50,000.

The Spokane Grain Co. of Seattle, Wash., has moved from Pier 4 to Pier 5. Its capital stock has been increased from \$33,000 to \$150,000.

A 30,000 bushel cribbed elevator is being erected at Los Angeles, Cal., by the Sperry Milling Co. of San Francisco, in connection with the company's mill.

The Stoddard-Brenner Co. has purchased Hayden Island in the Columbia River near Portland, Ore., and intends to erect elevators at the west end and a warehouse on the south side. It is claimed that grain can be handled from the island at less than half the cost at present in Portland proper.

ILLINOIS.

A new elevator has been erected at Buffalo, Ill.

C. L. Wood & Co. is improving its elevator at Derby, Ill.

Four elevator companies have been bidding for sites at Maurice, Ill., on which to erect elevators.

William Murray has sold his elevator and residence at White Heath, Ill., to John W. Anderson.

The Farm Products Co. of Bloomington, Ill., has increased its capital stock from \$10,000 to \$20,000.

The Illiopolis Farmers' Grain Co. of Illiopolis, Ill., has increased its capital stock from \$10,000 to \$20,000.

The Penrose Elevator Co. of Welland, Ill., declared a dividend of 10 per cent at its annual meeting held recently.

The Farmers' Elevator & Produce Co. of Bethalto, Ill., is closing up its affairs preparatory to going out of business.

Charles Shelly will replace the 4 horsepower gasoline engine in his plant at Paxton, Ill., by an 8 horsepower engine.

O. H. Fullenwider has remodeled his elevator at Mechanicsburg, Ill., and has installed some B. S. Constant machinery.

The elevator at Glover, Ill., has been completed and will be used solely as a storage house by the Illinois Traction Co.

The Towanda Grain Co. of Towanda, Ill., will install a 2,500 bushel National Automatic Scale in its plant at that place.

The Farmers' Elevator Co., under the management of F. J. Craner, is improving and enlarging its elevator at Flanagan, Ill.

The Herron-Patterson Grain Co.'s new 30,000 bushel elevator at Hallock (Stockland P. O.), Ill., has been practically completed.

Among the improvements being made by Pierce & Hamilton on their elevator at Gifford, Ill., is the installation of an automatic scale.

The elevator at Ellis, Ill., has been sold to John Sells, Henry Burkhart and Clinton Rice. The firm will be known as Sells, Burkhart & Rice.

The Consolidated Grain Co. has purchased the elevator at Cissna Park, Ill., which was owned by George Harweger, for a consideration of \$3,000.

S. A. Wise, W. H. Mumbert and C. F. Allen have incorporated the Claytonville Farmers' Grain & Coal Co. of Claytonville, Ill., with a capital stock of \$7,000.

The Meredosia Farmers' Grain Co. of Meredosia, Ill., has been incorporated by D. F. Beauchamp, T. B. McAllison and W. F. Roegge, with a capital stock of \$10,000.

The Armour Elevator, comprising houses A, B and B Annex, at Chicago, has been declared a regular warehouse for the storage of grain and flaxseed until July 1, 1911.

Charles Clark recently purchased the Iowa Central elevator at Abingdon, Ill., from Brooks & Lantz, the recent purchasers of the property, which was formerly owned by T. F. Young.

A new elevator with a capacity of 40,000 bushels has been completed by George L. Graham & Co. at East St. Louis, Ill. It has two legs, two cleaners, two scales and two shipping spouts.

The newly incorporated Fisher Farmers' Grain & Coal Co. has purchased the property of the defunct Ricketts Elevator Co. for \$13,000. R. A. Sturgeon will be temporary business manager of the company and A. G. Sill, elevator manager.

The Thayer Elevator at Galva, Ill., is being torn down to make room for a new 25,000-bushel house which will be erected as rapidly as possible. The new building will have the same floor dimensions as the old one, but will be twelve feet higher.

The new Farmers' Elevator at Anchor, Ill., has been completed. It is 60 feet square and built of hemlock with a concrete base. The outside is covered with corrugated galvanized iron. The elevator is provided with a Richardson Automatic Scale,

with a loading capacity of 2,500 bushels per hour and is run by a 20 horsepower gasoline engine.

C. D. Downing is operating his elevator at Wapella, Ill., by electricity from the interurban line.

EASTERN.

A store has been erected in Brooks, Me., by the Brooks Grain Co.

George Kesse intends to erect a 5,000 bushel elevator at Paterson, N. J.

M. B. Blaisdell is erecting an addition to his grain warehouse at Wolfeboro, N. H.

The L. N. Littlehole Grain Co. has been incorporated at Rockland, Me., with a capital stock of \$50,000.

An elevator and mill have been started in Salamanca, N. Y., by Chesbro & Son, who have carried on a milling business at Springville, for some years.

Elvidge & Palmer have incorporated at New York City, N. Y., with a capital stock of \$25,000. The incorporators are Morris H. Elvidge and E. J. Palmer.

The Wachusett Grain Co. of Clinton, Mass., has changed its name to Brockelman Brothers. The firm now includes Henry T. Brockelman and Anton F. Brockelman.

J. H. Hornby & Sons will erect a grain elevator, a storage house and mill at New Brighton, Pa., in the near future. They recently purchased the Star Mills at that place.

The new 1,000,000-bushel Spencer Kellogg Elevator at Buffalo, N. Y., will be completed before the opening of navigation. It is of reinforced concrete and will cost \$250,000.

The Holden Grain & Feed Co. of Ticonderoga, N. Y., which succeeded Holden & Foster last March, has moved into its new 14,000 bushel elevator on the D. & H. at that place. All the machinery of the old plant is being used. It is equipped with a Weller Power Shovel and a Richardson Automatic Scale and is operated by electric power.

OHIO, INDIANA AND MICHIGAN.

Fred Badgley has purchased the elevator and mill at Metamora, Ind.

Groof & Simon are the successors of the Russia Grain Co. of Russia, Ohio.

Mr. Spurling has purchased the Starbuck Elevator at Port William, Ohio.

B. F. Tucker intends to erect an elevator on the old mill site at Greenwood, Ind.

An elevator will be erected at Pemberton, Ohio, next spring, by Elmer Harbour.

The new elevator of Jenkins & Cohee at Whites-town, Ind., is now in operation.

An elevator will be erected at Elkton, Mich., by a Farmers' Co-operative Elevator Co.

The capacity of the Wakarusa Mill & Elevator at Elkhart, Ind., has been nearly doubled.

The elevator at Twelve Mile, Ind., has been purchased by F. P. McFadden of Plymouth.

T. R. Hardy & Co. are installing a new wheat scourer in their elevator at Rockport, Ind.

The people of Bristol, Ind., want the old elevator at that place repaired by the Lake Shore Railroad.

The Carsonville Elevator Co. of Carsonville, Mich., has erected two bins for bean storage in its plant.

The Farmers' Elevator & Coal Co. of Lansing, Mich., has been incorporated with a capital stock of \$3,000.

Steward A. Muff has sold his elevator at New Carlisle, Ohio, to Snyder Brothers, of Illinois and Tennessee.

Kent & Co., Omer, Mich., are planning to build a bean elevator next summer to take care of the increasing crop.

The Farmers' Grain & Seed Co. was recently incorporated at Columbus, Ohio, by J. D. Kelly, with a capital stock of \$8,000.

The Sullivan Mill & Elevator Co. of Sullivan, Ind., is installing a B. S. Constant Dump and a feed mill in its elevator.

A dump will be installed in the elevator at Syracuse, Ind., in the spring. The house is owned by the Syracuse Elevator Co.

John Howell has installed a set of 10 ton wagon scales with register beam in his plant at Cammack (Muncie P. O.), Ind.

The Farmers' United Grain Co. was recently incorporated at Hamlet, Ind., with H. C. Shultz, president. The capital stock amounts to \$7,000.

Pence & Goodwine of Stewart, Ind., have awarded the contract to McAllister & O'Connor for a 50,000 bushel grain elevator at Stewart, Ind., to be of

cribbed construction, with sheller and Monitor Cleaner.

The Farmers' Elevator Co., of Sandusky, intends to erect an elevator at Applegate, Mich., this spring.

E. N. Smith, proprietor of the large grain elevator at Ada, Ohio, has transferred his elevator to George Marquett for a farm of 117 acres five miles north of Ada.

The Allen, Welton Grain Co. has installed a Western Sheller, an Avery Automatic Scale and a Constant Manlift and Feeder in its elevator at Merom, Ind., at a cost of \$6,000.

Rosenbaum Brothers, of Chicago, who recently leased the Cincinnati, Hamilton & Dayton Elevator at Toledo, Ohio, have opened a branch office in the Produce Exchange Building.

The Lake Erie Elevator Co. has been incorporated at Toledo, Ohio, by G. L. Woodman, Rathburn Fuller, C. G. Cunningham and William E. Brown, with a capital stock of \$10,000.

The Hudnut Co., which was recently incorporated at Terre Haute, Ind., with a capital stock of \$100,000, intends to erect a large elevator at that place. B. J. Hudnut is president of the company.

W. H. Gordin has bought the elevator at Westville, Ohio, not far from Urbana, from George Leggate and is making a number of improvements. The name of the new firm is W. H. Gordin & Co.

The grain firm of James Stevenson & Son, of Adrian, Mich., recently sold its business to William Hayes after an existence of twenty years. The new firm will be known as the Adrian Hay & Grain Co.

SOUTHERN & SOUTHWESTERN.

Joe White intends to erect a grain elevator at Maud, Texas.

The Rusk Grain Co. of Rusk, Okla., has discontinued business.

The elevator of the Waller & Quinn Co., at Sturgis, Ky., has been completed.

M. C. McCafferty has sold his elevator at Fairmont, Okla., to Niehus & Beuecke.

A concrete elevator has been erected by the Lexington Roller Mills, at Lexington, Ky.

Moose & Settle have bought the elevator at Pauls Valley, Okla., of W. H. Donlin & Sons.

The Westwego Elevator opposite New Orleans has been put into commission for operation again.

The Turner Grain Co., of Texarkana, Ark., recently filed a certificate with the secretary of state surrendering its charter.

A firm by the name of the Oklahoma Grain & Flour Co. has been formed at Oklahoma City, Okla., with C. W. Binkley as manager.

S. S. Offut & Co., recently sold their elevator at Georgetown, Ky., to John Gano and Burgess Smith, of Sadietown, for a consideration of \$11,150.

The Pouder-Broyles Grain Co. has been incorporated at Johnson City, Tenn., with \$5,000 capital stock by W. P. Pouder, T. K. Broyles and others.

The elevator at Sumpter (Braman P. O.), Okla., which is owned by Frank Wells, has been purchased by the Beutke Brothers of Blackwell, Okla.

The downtown offices of the Hughes Warehouse & Elevator Co. have been moved to the plant of the Just Mill & Feed Co. in South Nashville, Tenn.

The Reynolds Grain Co. of Port Arthur, Texas, was recently incorporated with a capital stock of \$25,000, by J. C. Reynolds, J. W. Williams and W. S. Tyner.

The Woods County Grain & Broom Corn Co., of Alva, Okla., has been incorporated by John Wiebner, F. H. Meyer, G. Kletke and others, with a capital stock of \$10,000.

J. C. Bowles, of Fort Worth, Texas, has the contract to furnish plans and specifications for a 30,000-bushel elevator for the Wolf City Milling Co., of Wolf City, Texas.

The Baton Rouge Mill & Elevator Co., of Baton Rouge, La., has been incorporated with A. R. Barracks as president and E. E. Israel, secretary. The capital stock is \$50,000.

The Hogan-Hutchinson Grain Co., of Nashville, Tenn., has been incorporated by W. Murray Hogan, George W. Hutchinson, Alex. C. Harsh and Jim Davidson, with a capital stock of \$10,000.

The Western Grain Co. will rebuild its plant at Birmingham, Ala., which was recently destroyed by fire. Meanwhile all of the company's orders will be filled from the stock of W. C. Agee & Co.

M. L. Webb, a silent partner in the business of S. T. Alexander, has purchased the latter's interest in the firm at Kingfisher, Okla., and will conduct an elevator, coal and corn milling business under the firm name of the Webb Mill & Elevator Co.

The new elevator of the Denison Mill & Grain Co. at Denison, Texas, has been opened for business. It has storage capacity for 100,000 bushels and transfer capacity for 20,000 bushels daily. J. B. McDougall is president of the company; W. L.

Hutchinson, vice president and general manager; Turner Wilson, vice president, and C. M. King, secretary-treasurer.

The large grain elevator of the New Orleans Terminal Co., at Port Chalmette, La., has been reopened after standing unused for several years. The house has a capacity of about a half a million bushels but is not at present working at its full capacity. J. H. Lewis is foreman at the elevator.

MINNESOTA AND WISCONSIN.

S. J. Sampson has opened his elevator at Redwood Falls, Minn.

The Northwestern Elevator Co. has leased the State Elevator at Grove City, Minn.

A 5,000 bushel elevator has been erected at Superior, Wis., by the Turney Brothers.

Moritz Hoeschen is making some improvements on his grain elevator at Freeport, Minn.

The Farmers' Elevator Co., at Morgan, Minn., has renewed its charter for twenty years.

The Farmers' Elevator Co. of New Ulm, Minn., has been re-incorporated for a period of years.

A plan is on foot to organize a Farmers' Elevator Co. and erect an elevator and mill at Somerset, Wis.

The Monroe Model Mills will build an addition to their elevator and warehouse at Monroe, Wis., in the spring.

The Hunting Elevator Co. will soon build a 30,000 bushel elevator at Waldorf, Minn., to replace the one destroyed by fire some time ago.

A meeting was recently held by the farmers around Thief River Falls, Minn., for the purpose of organizing a co-operative elevator company.

Homar Eddy, Norman Smokstad and John A. Johnson have purchased the elevator owned by Andrew Overstad at Hancock, Minn., taking possession on January 2.

A meeting of the stockholders of the Clarkfield Produce Co., Clarkfield, Minn., was called recently to decide whether the company should buy an elevator or build a new one.

The John Gund Brewing Co. recently purchased the S. Y. Hyde Elevator and two warehouses at Wykoff, Minn., making the total storage capacity of the company 38,000 bushels.

Reier Gryting became owner of the elevators of the Great Western and the Northern Grain Co. at Belview, Minn., a short time ago. He will operate the Great Western Elevator and use the other one for storage purposes.

The firm name of the Cooper, Hughes & Braun Co. of Delavan, Wis., which operates a grain elevator, has been changed to that of Cooper & Hughes Mercantile Co. and the capital stock has been increased from \$50,000 to \$100,000.

The Merchants' Elevator Co. has taken out a permit to rebuild and repair its elevator at Minneapolis, Minn., which was burned some time ago. The company will spend about \$35,000 on the house, which will have a capacity of 100,000 bushels.

The public is again informed that "About \$44,000 have been raised and \$6,000 more pledged to be used by the North Dakota Branch of the American Society of Equity in establishing a terminal elevator for the farmers at Minneapolis, Minn."

MISSOURI, KANSAS AND NEBRASKA.

An elevator has been erected at Grant, Nebr.

Frank Roehl has purchased an elevator at Waverly, Nebr.

A mammoth grain elevator will soon be erected in So. Louis, Mo.

The Elliott & Myers Elevator, at Bostwick, Nebr., is now running full blast.

Mr. Vaneer has sold his elevator at Fairbury, Nebr., to a party from Plymouth.

M. J. Lane of Kiowa has purchased the elevator at Gerlane, Kan., from William O'Neil.

A 30,000-bushel elevator is being erected for the Farmers' Elevator Co., at Ravenna, Nebr.

The Phillipsburg Mill & Elevator Co. has sold its elevator at Logan, Kan., to Daniel Thomas.

Black Brothers of Beatrice have purchased the west elevator at Western, Nebr., of J. H. Swan.

The Updike Grain Co. will install a Hall Signaling Distributor in its elevator at McCook, Nebr.

The new elevator and mill at Topeka, Kan., built for Forbes Brothers, has been practically completed.

A new steel and concrete warehouse has been completed at Lyons, Kan., by the Lyons Milling Co.

George Wetterhold is installing a 50-foot, 100-ton track scale in his new elevator at Valley Center, Kan.

The Central Granaries Co. of Holdrege, Nebr., is erecting a large elevator to take the place of the storage warehouse which was destroyed by fire last

March. It will combine both local and terminal houses.

The Lincoln Grain Co. of Lincoln, Nebr., has purchased the elevator of Trompen & Son at Hickman, Nebr.

An elevator with a capacity of 5,000 bushels of corn is being erected at Lyons, Kan., by Mrs. Susan Wills.

As soon as the weather permits, the Nye-Schneider-Fowler Co. will erect an elevator at Creighton, Nebr.

Carl Schneider has started his elevator and mill at Snyder, Nebr., after having made many improvements.

C. M. Linn will rebuild his elevator at Beaver City, Nebr., in the spring. The house was recently destroyed by fire.

Rhodes & Mayer, owners of the Howe Elevator Co., at Howe, Nebr., have been making improvements on their plant.

The elevator of Stucky & Henrie at Plainville, Kan., has been taken over by the Farmers' Shipping Union Association.

H. Duke Clark has traded his farm in South Dakota, for three elevators located at Walthill, Winnebago and Homer, Nebr.

Theodore Eggering of Old Monroe, Mo., has succeeded to the business of the William Pollock Milling & Elevator Co. at Ethlyn, Mo.

The Heubel Elevator at Cairo, Nebr., was recently sold to S. M. Beadle, who has been with the Oscar Wells Elevator at that place for some time.

The Ruddick Co. is constructing a 25,000 bushel ear corn elevator at Gregory Landing, Mo., having wrecked its 35,000 bushel scoop shovel crib.

The Farmers' Grain and Supply Co., of Prosser, Nebr., recently held its annual meeting and elected directors. J. H. Geddes was elected president.

A tract of land has been bought by the Thompson Grain Co., at East Omaha, Nebr., as a site for a grain transfer elevator with no storage capacity.

The building of the Blair Elevator at Atchison, Kan., is now under way. The concrete used in the building will be made with stone dust instead of sand.

The foundation under the elevator of the Crowell Lumber & Grain Co. at Scribner, Nebr., has been raised and the house has been given a thorough overhauling.

An elevator will be erected at David City, Nebr., by the Imperial Milling Co. It will have a capacity of 100,000 bushels and will cost between \$40,000 and \$50,000.

E. McGehee was elected president; Dirk Boe, vice president, and John Ostlick, secretary and treasurer, at the annual meeting of the Farmers' Elevator Co., of Madison, Nebr.

The Albion Elevator Co. of Albion, Nebr., will hold an adjourned meeting January 31, at which the secretary will make his report and the question of increasing the capital stock will be considered.

The Oketo Milling & Elevator Co. of Oketo, Kan., has been organized as a new company and the following officers chosen: E. H. Moore, president; F. E. Kinney, vice-president, and J. H. Moore, secretary and treasurer.

At the annual meeting of the stockholders of the Farmers' Elevator Association of Cedar Creek, Nebr., it was found that the association was \$585 short. Heretofore it had paid a dividend of 8 per cent on its stock.

An elevator company has been organized at Ulysses, Nebr., and the following officers were elected: George Ritchie, president; Thomas Harvey, vice-president; Ralph Smith, secretary, and J. A. Wynegar, treasurer.

THE DAKOTAS.

George F. Barnard has purchased an elevator at Nekoma, N. D.

The Farmers' Elevator at Carrington, N. D., has been closed for the season.

A grain warehouse is being built at Nisland, S. D., by the Belle Fourche Milling Co.

A movement is on foot to organize a farmers' elevator company at Rutland, N. D.

F. F. Mayer has purchased the 20,000 bushel elevator of A. A. Truax at Kaylor, S. D.

Charles Zehnfenning of Parkston, S. D., is erecting a 25,000 bushel elevator at Star, N. D.

A new elevator is being erected at Thorson, N. D., by the Farmers' Elevator Co. of that place.

A movement is on foot among the farmers to purchase one of the elevators at Mansfield, S. D.

The 100 barrel mill of Lewis Sorenson at Sheldon, N. D., has been converted into an elevator.

The Russell-Miller Milling Co. and the Powers Elevator Co. of Minneapolis, the Farmers' Grain &

Elevator Co. and the Barth Grain Co. of Mott intend to erect elevators at Mott, N. D.

The Hasvold Grain Co. is installing a new feed mill and cleaning machine in its plant at Mina, S. D.

M. King will erect a 20,000-bushel elevator at Star, S. D., a new station between Parkston and Ethan.

The elevator of De Wald & Walters at Onida, S. D., has been completed. It has a capacity of 25,000 bushels.

Mrs. J. N. Long has sold her interest in the grain elevator at Waubay and Ortle, S. D., to her brother-in-law, Frank Long.

CANADIAN.

William Hogan, of Carnduff, Sask., has sold his elevator and mill to J. G. Flawse.

The Farmers' Elevator Co. of Moore, Mont., intends to organize a branch at Glengary, B. C.

The Goose Lake Grain Co. and the Goose Lake Milling Co. will each build an elevator at Brock, Sask.

A dividend of 9 per cent has been declared by the liquidators of the Red Deer Milling & Elevator Co. of Red Deer, Alta.

Elevators will be built by the Fox Brothers' Lumber Milling & Feed Co. in connection with the company's mill at Vancouver, B. C.

The Alberta-Pacific Elevator Co., of Calgary, Alta., has purchased a site in Vancouver, B. C., and will erect a terminal grain elevator there.

The Western Farmers' Grain Co. has been organized at Scott, Sask., with a capital stock of \$200,000, of which \$110,000 will be sold only in local towns and to farmers.

The La Riviere Farmers' Elevator Co., Ltd., passed a resolution some time ago to dispose of its elevator and wind up its affairs, apportioning its assets among the contributors.

Six hundred feet of land on the north bank of the Fraser River, about two and one-half miles west of Hammond, B. C., have been purchased by the Alberta Pacific Elevator Co. as a site for an elevator.

The Canadian Government may erect two fire-proof elevators each with a capacity of 4,000,000 bushels at the terminus of the Hudson Bay Ry. either at Port Nelson or Fort Churchill, Ont., when that road is completed.

The McWilliams Grain Co., Ltd., has been incorporated at Winnipeg, Man., with a capital stock of \$10,000. The company is composed of Henry McWilliams, Robert Francis McMillan, Charles Whitefield Chappel, Ernest Frith and Frank Wilmot Faulkner, all of Winnipeg.

The Western Elevator Co. will make its headquarters in Moose Jaw, Sask., after January 1, so that it will be better able to look after its business with the Saskatchewan Flour Mills Co., one of the elevator company's chief customers. The main offices were formerly in Radisson, Sask.

An application has been made by the Grain Growers' Grain Co. in the Dominion Parliament for incorporation with the power to take over the business of the Grain Growers' Grain Co., Ltd., incorporated under the Manitoba Joint Stock Co.'s Act, upon terms agreed upon between the shareholders of the old and new companies.

A bill will be introduced in the Dominion Parliament which will provide for the control of the terminal elevators in Canada by a commission of three, who will exercise such control so long as they are successful. The government will be authorized to take over the elevators should the commission plan be unsuccessful.

THE WHEAT DUTY.

Would it be wise to remove the import duty on wheat?

Many say, no; that if Canadian wheat were allowed to "come in" free it would mean lower prices to the United States farmer for his wheat; also that the big miller would be in position to "knock out" the little miller; also that it would cause a decrease in the wheat acreage, whereas its increase we need, etc., etc.

Numerous millers, grain dealers, and milling journals are in favor of the duty being removed. They say the removal doesn't necessarily mean that Canadian wheat would be brought into this country. There might not be a bushel imported; nor does it mean lower prices to our farmers. There would immediately be an adjustment of values:—ours decline a little, or the Canadian advance, and the price would depend on the size of crops and the foreign demand. They say it would mean, however, more business for the United States miller—large and small—and an export business at that. The little mill, they argue, would have better business than now, because the big fellows would cater more

to the export business, whereas now, they can't sell abroad and go into the little mills' territory. As for wheat acreage, they claim our farmers have had every inducement to raise more wheat (high prices past few years, agricultural trains, etc.) and have failed to do so, and that there are too many mills in this country, and all would do better if in position to do more export business, and compete with Canadian millers, etc.—*Zahn & Co.'s Red Letter.*

ST. LOUIS AND MIDDLE WEST GRAIN AND FEED NOTES.

BY L. C. BREED.

The members of the Merchants' Exchange who felt hilariously inclined, indulged in a frolic on the occasion of the wind-up of the year 1910, which took place immediately after the gong sounded the end of Saturday's session. Several footballs and an ample supply of confetti, which was distributed generously on the combatants from the galleries, supplied the sinews of war. Unfortunately a casualty occurred in the scuffle, George Utt, sixteen years old, an office boy of Annan, Burg & Company, suffered a broken arm. At one time twenty-nine footballs were in action on the floor. Some of the pit traders showed their gridiron form of college days in the skirmishes.

The Slack-Fuller Grain Company, member of the Merchants' Exchange, has made an assignment for the benefit of creditors. The liabilities are about \$10,000 and the assets \$2,500. The failure was due to the firm being short on corn and wheat, principally corn. One large customer failed to make good on his margins. Mr. Slack has been a member of the Exchange since 1881.

The United States Supreme Court has upheld the constitutionality of two Missouri statutes affecting the grain trade. The court held that the state was within its police powers in enforcing the 100-lb. weight law, making it a misdemeanor for a grain dealer to deduct from the actual weight of grain, seed, hay or coal and other commodities for alleged loss in "dirt and handling"; also the law imposing a stamp tax on transactions on boards of trade and requiring the keeping of books or memoranda showing actual transactions and delivery. The state officials estimate that the yearly revenue from the stamp tax should yield between \$100,000 and \$125,000. They also estimate that the law prohibiting grain exchanges from deducting 100 lbs. from each car of grain will save to shippers annually about \$600,000. Both laws were resisted by the St. Louis and Kansas City exchanges.

The option traders of the Merchants' Exchange are seeking to have more protection afforded to contracts in grain for future delivery. They are urging that a bureau should be established to supervise this department of the business of the Exchange. The cash grain men are disposed to oppose the plan, as they estimate it would cost in the neighborhood of \$7,000 to maintain such a bureau. In view of the campaign recently waged for the purpose of reducing the cost of conducting the affairs of the Exchange, it is likely the promoters of the plan will have an uphill job to induce the directors to adopt it.

MISSOURI ITEMS.

The Kingsville Milling Company, Kingsville, Mo., has increased its capital stock from \$4,000 to \$12,000.

The G. V. Fisher Grain Company of Kansas City, Mo., has been incorporated. The capital stock is \$40,000. The incorporators are Charles V. Fisher, Blanche M. Fisher, John F. Parker and others.

The Excella Feed Milling Company of St. Joseph, Mo., has increased its capital stock from \$50,000 to \$75,000.

The Stanley Feed Seed & Building Company of Sedalia, Mo., has been incorporated. The capital stock is \$2,000. The incorporators are R. A. Stanley, W. O. Stanley, E. L. Calvert and others.

The Diamond Seed Company of Springfield, Mo., has been incorporated. The capital stock, fully paid, is \$35,000. The incorporators are William J. Wood, Theodore H. Sander and Everett Beazley. William J. Wood is the president of the company. T. H. Sander, for ten years connected with the Springfield Seed Company, is the vice-president.

ILLINOIS ITEMS.

The Illiopolis Farmers' Grain Company of Illiopolis, Ill., has increased its capital stock from \$10,000 to \$20,000.

The Meredosia Farmers' Grain Company, of Meredosia, Ill., has been incorporated. The capital stock is \$10,000. The incorporators are D. F. Beauchamp, T. B. McAllison and W. F. Reoggi.

The Bartlett Feed & Lumber Company of Bartlett, Ill., has been incorporated. The capital stock is \$20,000. The incorporators are N. F. W. Pfingsten, Ben Schultz and Frank C. Rathie.

The Claytonville Farmers' Grain & Coal Company of Claytonville, Ill., has been incorporated. The capital stock is \$7,000. The incorporators are S. A. Wise, W. H. Mumbert and C. F. Allen.

A one-horse load of redtop grass seed, known among seed men as "silverseed," sold at Louisville, Ill., recently for \$1,600. It is estimated that a hundred or more carloads of the reclaimed seed will be shipped from Clay County this season, which will represent a value of \$1,500,000.

IOWA ITEMS.

The Farmers' Elevator Company of Lehigh, Ia., has been incorporated. The capital stock is \$15,000. The incorporators are F. C. Eslick, W. H. Goodrich, Frank Oldhenne and others.

Joseph Pratt of Renard, Ia., is preparing to engage in the grain, feed and coal business.

Gerhardt Beyerenk, Carroll, Ia., has purchased of Joseph Nurre the elevator and lumber business owned and operated by him.

Ralph Eck has bought and will operate the elevator at Woolson, Ia.

The Hornick Cereal Company of Hornick, Ia., has been incorporated. The capital stock is \$25,000. The incorporators are John Pritchard, F. N. Smith, C. C. Sulsberger and others.

[Special Correspondence.]

TOLEDO LETTER.

BY E. F. BAKER.

Local grain dealers have found a splendid trade recently and there has been considerable life to the market. In view of the fact that export trade has been an impossibility, the volume of business has been particularly pleasing. Wheat receipts during the past week have amounted to 90,000 bushels. The mills have been well supplied and shipments have been very light, aggregating but a little more than 15,000 bushels. Even in the face of heavy local consumption local wheat stocks increased last week about 10,000 bushels to a total estimated at 1,444,854 bushels. Scattered mills as a rule have found plenty of wheat in their immediate neighborhoods to care for their limited needs. Farmers and small elevators have sold liberally.

Corn has been moving very freely, the movement from first hands being general. There is some complaint of the quality of Ohio corn, which appears to be slow in drying. A large amount of contract corn is coming in, however, and there is a live Eastern demand for all that is to be had. Receipts during the past week aggregated 146,600 bushels, with shipments of 144,200 bushels. The local supply increased during the past week more than 11,000 bushels to a total of 194,944 bushels. The percentage of sample corn coming into this market is rapidly decreasing. Out of 137 cars that came in during the past week but 9 cars of sample corn were reported. Of No. 3 there were 51 cars and of No. 4 77 cars were reported. There is a gradual improvement in quality, and but little complaint is now heard.

Oats has been moving very slowly, although it is estimated that there is still a large amount in first hands. Farmers appear to feel that there is but little danger of prices falling below present quotations of 35c and are holding off for a stronger market. There has been a decrease in the supply of oats here during the past few days, the outgoing shipments far exceeding the volume of receipts. During the past week receipts have aggregated 40,500 bushels, and shipments have been 80,700 bushels. The available supply is not large, being estimated at 287,453 bushels.

A PROTEST.

There is considerable feeling among grain men here concerning the effort to secure a reduction of freight rates from Buffalo east to seaboard points on lake shipments. It is claimed that it is an effort to secure an unfair advantage which must result in diverting a large amount of grain from this and numerous other markets. As a result the Toledo Produce Exchange has taken the matter up and filed an energetic protest with the Interstate Commerce Commission. The protest filed is as follows:

"In connection with the complaint concerning present grain rates from Buffalo to Eastern destinations, applicable to traffic received via lake, which has been filed with your Honorable board by the Chicago Board of Trade, the Toledo Produce Exchange begs to submit that said complaint be not recognized for the following reasons:

"(1) Complainants have not shown that rates complained of are unjust or discriminatory against Chicago as a shipping point, as compared with other grain shipping points similarly located.

"(2) We believe it would be unfair to recognize as a factor in the making of local or proportional rates the divisions of a through rate which may be accepted by one of the carriers. Local or proportional rates from a given point are made with relation to rates from other shipping points and should, therefore, not be considered in connection with the proportions of the through rates, which are really governed by the relations existing between the roads, parties to the through rate. It is stated that prior to 1906 the east basis was practically the same as the proportion east of Buffalo

of the all-rail rate, but we believe, owing to the chaotic condition at that time of both lake and all-rail rates, that this would be hard to prove. All-rail rates, prior to that time, however, were on a competitive basis as against lake and rail rates during the period of open navigation, but since that time they have not been, except, perhaps, on oats.

"(3) In the table of differences between the at and east, or ex-lake, rates from Buffalo versus proportion of the all-rail rate, complainants carry a note that the proportion east of Buffalo of the all-rail rate includes $\frac{1}{4}$ c per bushel elevation at Chicago, also proportion of switching expense at Chicago, which total expense is substantially equivalent to the elevation expense of $\frac{1}{2}$ c per bushel at Buffalo. It is our understanding that ex-lake rates from Buffalo also include the switching, and this, added to the elevation allowance of $\frac{1}{4}$ c per bushel, is about equal to 2 cents per cwt., which means a substantial decrease in the net proportion for the line east of Buffalo or of the ex-lake rates.

"(4) Using the present rates, the Chicago grain dealer can draw grain to Chicago from practically all territory in Illinois and from a greater part of Indiana, pay the local rate into Chicago and by use of the lake rate, Chicago to Buffalo, and the present ex-lake rates from Buffalo to seaboard cities, transport his grain at from one to four cents per cwt. less than the through all-rail rate from the interior point to the same destination. It is obvious that a reduction in the ex-lake rates from Buffalo to such points would place the grain dealer at the interior shipping point at a further disadvantage.

"(5) We believe that a reduction in the ex-lake rates from Buffalo will necessitate a readjustment in all grain rates to what is known as Trunk Line Territory, as well as to points in the South and Southeast, as all of these rates are made with relation to one another. It is difficult to determine how much confusion and complication such a general adjustment would cause, and should be avoided if possible.

"Inasmuch as the present adjustment of grain rates gives Chicago decided advantages over other lake ports and interior markets, such as Toledo, Cleveland, Detroit, Peoria, Indianapolis, Cincinnati, etc., we respectfully request that claimants' petition be ignored, as they have not and cannot demonstrate that they are entitled to any reduction in such rates."

PRODUCE EXCHANGE ELECTION.

At the regular annual election of officers for the Toledo Produce Exchange David Anderson, president and manager of the National Milling Company, was selected as president, succeeding Edwin L. Camp. Mr. Anderson is well known to grain and milling interests of both Ohio and Indiana, having been at the head of the Noblesville Milling Company at Noblesville, Ind., prior to his removal to this city, a couple of years ago.

Other officers were chosen as follows: First vice-president, Henry L. Goemann; second vice-president, Henry D. Radditz; secretary, Archibald Gassaway; treasurer, Charles S. Burge; directors—Fred W. Jaeger, Frank I. King, Edwin L. Camp, William H. Morehouse, E. L. Southworth, Henry W. Devore, Frederick O. Paddock, James E. Rundell, Frank R. Moorman, and Frederick J. Reynolds.

The following committees were also chosen:

Committee on Arbitration—Cyrus S. Coup, Fred Mayer, Jesse W. Young, William E. Thompkins, William H. Haskell, L. A. Mennell, and K. D. Keilholtz. Committee on Appeals—John Wickenhiser, Fred C. King, W. E. Stone, R. P. Lipe, A. W. Bunce, W. E. Cratz, R. L. Burge, H. R. Devore, J. H. Taylor, Charles W. Mollett, and A. W. Boardman.

Following the election the usual banquet was tendered by the newly elected presiding officer at the Secor Hotel. Short talks on timely topics were made by David Anderson, Kenton Kielholtz, Fred W. Haigh, E. L. Camp, F. I. King, E. L. Southworth, Fred Mayer, W. H. Morehouse, E. H. Culver, David Wallace, Charles Burgess, and others. The question of securing more elevator room was taken up seriously. Toledo grain men feel this as one of the handicaps which has interfered with the trade recently, and an effort will be made to interest capital in the erection of more elevators at once.

During the evening the guests were entertained by Lew Orbits and Dick Curry, ragtime pianists and character singers. The occasion was a most enjoyable as well as profitable one.

Toledo was represented at the annual "possum dinner" given recently by the 35 employees of the Noblesville Milling Company at Noblesville, Ind. Among those who attended the feast were David Anderson and Fred Mayer. The dinner follows an extended possum hunt each year.

Flames recently destroyed the Geiger Flour Mills at Kirkersville, Ohio, entailing a loss of about \$12,000, partially covered by insurance. About 5,000

bushels of grain and all the machinery were consumed.

Toledo grain men are again facing the old question of pure seed legislation, a bill having been introduced in congress by Representative Mann, of the Chicago district. The bill provides for a standard of quality fixed by the government, a guarantee of a certain purity and suitable penalties for violation. The measure, as all similar legislation, meets with much disfavor by grain men here, who contend that the action of birds, winds and other agencies often result in the farmer reaping what he did not sow. Rigid inspection is favored as the only practical solution of the pure seed problem.

Mr. and Mrs. D. W. Camp, sr., will celebrate their golden wedding on January 10, at the Secor Hotel, Toledo. D. W. Camp is one of the oldest active grain men in the United States.

Toledo, Jan. 10.

OBITUARY

John Rutledge Callender died on December 16 at Vincennes, Ind., aged 84 years. He was a veteran grain dealer and was also engaged in the milling business.

Irving J. Bayless, president of the Bayless Coal & Grain Co. of Kansas City, Mo., died recently. Deceased went to Kansas City from Girard, Kan., thirty years ago.

Henry W. Marsh, well known in grain and malt-ing circles, died recently in Louisville, Ky., at the age of 50. Mr. Marsh was formerly superintendent of the American Maltng Co. and a resident of Milwaukee.

T. B. Hord, of the Hord Grain Co. of Central City, Nebr., died on December 24 at Minneapolis, Minn. His death was due to paralysis, with which he was stricken two years ago. Mr. Hord was one of the largest cattle feeders in the world. He is survived by his widow.

W. P. Warwick, president of the Wisconsin Grain & Fuel Co. of Oshkosh, Wis., died suddenly a short time ago at the age of 76, from heart failure. Mr. Warwick was born in Georgia and went to Oshkosh in the early fifties. Deceased is survived by a son and a daughter.

Harvey A. Myers, owner of a grain elevator at Upper Sandusky, Ohio, died recently at Upper Sandusky at the age of 44. Mr. Myers was born in Lykens Township, Crawford County, Ind., and resided in Carey for a number of years, later going to Fostoria, Ohio, his home.

Charles M. Jacques, one of Nebraska's prominent grain dealers, died on December 16, at Pasadena, Cal., at the age of 68. Mr. Jacques was a partner of W. T. Barstow for 15 years and also owned and operated elevators at College View, Berks, Hickman and Denton, Nebr. Deceased went to Pasadena in 1901.

J. R. Hale, a well-known grain man of Murfreesboro, Tenn., died on December 18 at his home in that place, at the age of 72. He operated with his sons under the firm name of J. R. Hale & Sons, conducting business at Murfreesboro and Nashville. Mr. Hale was a member of the Nashville Grain Exchange.

Thomas M. Horn, acting chief grain inspector of Manitoba, died recently at Winnipeg, Man., from an over-strained heart. Mr. Horn entered the employ of the Ogilvie Milling Co. at an early age, where he remained until he entered the service of the Dominion Government, 18 years ago. He succeeded his brother as chief grain inspector of Manitoba.

Hugh D. Hunter, a prominent member of the Chicago Board of Trade, died recently at his office in Chicago. Mr. Hunter was 51 years old and a bachelor. He was born in Toronto, Ont., but came to Chicago early in life, becoming connected with the firm of N. J. Weil & Co. He was prominent in Masonic circles. Death was caused by a hemorrhage. One sister survives him.

Joseph Chartrand, a pioneer settler of Illinois, and a former Hudson's Bay Co. trader, died December 7 at his home in French Village, Ill., aged 78 years. He was known as the king of Illinois sweet corn growers. Mr. Chartrand came to the United States while a youth and became connected with the Hudson's Bay Co. He is survived by two daughters, four sons and thirty-five grandchildren.

General John Corson Smith, once Lieutenant-governor of Illinois and a Mason widely known throughout the world, died on December 31 after an illness of three years, primarily due to wounds received at the battle of Kennesaw Mountain during the Civil war. Mr. Smith was born in Philadelphia in 1832 and came to Chicago in 1854, but soon, however, went to Galena. He served in the Civil war, where he rose rapidly in rank. After the war he was United States Internal Revenue Collector at Galena, remaining in office

until 1874. For the next two years he was chief grain inspector at Chicago. In 1878 he was elected State Treasurer and from 1884 to 1888 served as Lieutenant-governor. He was a member of the Chicago Board of Trade. He is survived by his wife, a daughter and two sons.

James R. Cassidy, a member of the New York Produce Exchange and vice-president of the firm of Carscallen & Cassidy and of the mill and elevator company controlled by that firm, died recently after a lingering illness at his home in Jersey City, N. J. He was born in Waverly, N. Y., and after a preparatory education was sent to Montreal University. Mr. Cassidy was a bachelor and is survived by two sisters and a brother.

William H. Smith, a traveling auditor for the Van Dusen Elevator Co. and one of the widely known grain men of the Northwest, died at his home in Huron, S. D., on January 9, at the age of 50. Death was due to a seed or a bit of peel from an orange becoming lodged in his throat which the physicians were unable to remove. He is survived by his widow and two sons, Alfred C., editor of the Morning Herald, and Howard, a student at John Hopkins University.

Joseph F. Gilwee, for several years manager of the West Gardner branch of the W. N. Potter Grain Store, died at the home of his sister at Gardner, Mass., from heart disease. He was born in Barre and went to Gardner when eighteen years old. There he worked for the Heywood Brothers & Wakefield Co., but later entered the employ of the Potter Grain Co. Mr. Gilwee was 32 years old at the time of his death. He is survived by a son, four sisters and five brothers.

R. E. Roberts died recently at Arlington, Nebr., at the age of 82. In 1872 Mr. Roberts erected an elevator in Arlington and subsequently a flouring mill, both of which burned in 1885. He built a new elevator in 1886, which is now owned by the Uptake Grain Co. Later he owned a chain of elevators at Kennard, Aresco, Beaver Crossing and Washington, all of which he sold to Turner & Brenner in 1899. Finally in 1904 he purchased the elevator at Arlington, which his son had established.

Colonel Walter S. Lockwood, for many years a member of the Chicago Board of Trade, died on January 7 at his home in Wilmette, Ill., at the age of 85. Colonel Lockwood commanded two different regiments in the Civil War. He was born in New York City and came to Chicago in 1882. In 1892 he retired from the Board of Trade and became manager of the Welsbach Light Co., retiring four years later. Death was due to apoplexy. He was an invalid for over a year on account of a broken hip. Deceased is survived by his wife, two sons and two daughters.

W. W. Granger, manager of the Union Grain & Hay Co. and former president of the Chamber of Commerce at Cincinnati, Ohio, died on December 9, at the age of 53. Death was due to an operation performed early in November. Mr. Granger was a member of the Cincinnati City Council during 1897 and 1900, and at various times was president of the local Grain, Hay & Flour Dealers' Association. He was treasurer of the Cincinnati Lodge No. 5, Order of Elks. Mr. Granger is survived by a widow and a son, who is assistant manager of the Union Grain & Hay Co.

Walter B. McCardell passed away on December 15 at Baltimore, Ohio. Mr. McCardell was born at Baltimore and entered business at the age of 19, becoming connected with the firm of Wells & McCardell, feed dealers. Later he withdrew and established the business known as W. B. McCardell & Co., feed and grain brokers. At the close of twelve years' business he resigned and went into the real estate business. He was a member of the Elks, a charter member of Calvert Council, Knights of Columbus and vice-president of the Institute Building Association. He is survived by a widow, one daughter, two sons, his father, a brother and a sister.

On January 6 the treasurer of Wisconsin made a demand on the State Grain and Warehouse Commission at Superior for \$6,915 collected by that body in the last six months of 1910. Under a new law, the board is required to remit to the treasurer on July 30 of each year, but as the board needed the money in hand until the inspections were resumed in the fall, and did not remit.

At the annual meeting of the Indiana Millers' Mutual Fire Ins. Co., of Indianapolis, to be held January 17, 1911, the members will vote on a proposition to go on the stock basis. The company has been operating since 1899, writing chiefly on flour mills and grain elevators, but accepting other lines on factories equipped with sprinklers through the National Association of Factory Mutual Insurance Companies. It is understood among insurance men that if this reorganization is effected the company will take over the agency plant and organization of some mutuals which have recently reinsured their business.

THE EXCHANGES

The Commercial Exchange of Philadelphia lost six members by death in 1910.

The annual election of officers of the Duluth Board of Trade will take place on January 17.

The annual meeting and installation of officers of the Chicago Board of Trade will take place on January 17.

With the advent of the new year the Pittsburgh Grain Exchange enters upon its twenty-ninth year as a corporation.

The Duluth Board of Trade on January 1 reduce its bonded indebtedness by \$30,000, leaving outstanding \$55,000.

The Minneapolis Chamber of Commerce has forbidden trading of any kind before the regular opening of the market.

The Chicago Board of Trade inaugurated the new year by a concert by Weil's New Chicago Band on the exchange floor at 3 p. m. of January 2.

Capt. B. A. Jacob has resigned as secretary of the Richmond Grain Exchange. His successor has not yet been appointed. Capt. Jacobs will retire on February 1.

The Merchants' Exchange of St. Louis closed the year 1910 with "high jinks," the most notable feature of which was the firecracker bombardment of popular members.

The New York Produce Exchange has published a carefully considered report on the currency question, which in a word approves the work of the National Monetary Commission.

The Winnipeg Grain Exchange closed the year with noisy ceremonies of which Hugh N. Baird was master. Geo. Rullan represented John Bull while A. B. Ellis impersonated Uncle Sam.

The "American Elevator and Grain Trade" acknowledges the courtesy, repeated annually for many years, of a complimentary admission ticket admitting the paper's representative to the privileges of the Bourse for 1911.

The New York Produce Exchange has put up new "black boards" which are not black but green (ground glass facing a green background) with red spacings. The location of the wheat pit has also been changed for the better.

Over 100 memberships in the St. Louis Merchants' Exchange reverted to the Exchange at the end of the year 1910 on failure of members to pay dues, reducing the income over \$5,000. The dues for the year 1911 are \$50, or the same as in 1910.

Leases for offices on the new Kansas City Board of Trade Building have been signed by 34 of the about 75 commission firms members of the Board; but as the number is not satisfactory to the promoter of the building, its construction will probably be abandoned.

The Chicago Board of Trade directors have authorized elevator managers to deduct $\frac{1}{4}$ c a bushel for transfer charges where grain is shipped out on cars which have the transfer charge included in their tariffs. This makes the first storage $\frac{1}{4}$ c under such conditions only.

The New York Produce Exchange for the year-closing function again eliminated "horseplay" and repeated the popular holiday entertainment program, the net result of which was a distribution of holiday gifts and dinners to hundreds of poor families of the lower end of the great city.

The Chicago Board of Trade on December 17, following the raid on the McHie bucket-shop, sent the following telegram to Hon. G. W. Wickersham, Attorney-General of the United States: "The Chicago board of trade extends to the Department of Justice heartiest congratulations for the good work done."

Mary Garden, the famous diva of the Chicago Grand Opera Company, made a visit to the Chicago Board of Trade wheat pit on January 7 to auction the boxes for the two benefit performances for the widows and orphans of the firemen who lost their lives in the recent Stock Yards disaster. A large bonus was realized.

The annual election of officers of the Baltimore Chamber of Commerce will take place on January 29. Thos. C. Craft, Eugene Blackford, Wm. H. Hayward, T. Murray Maynadier, and E. F. Richards have been selected as the nominating committee of the board of directors to name five gentlemen to be voted for as directors on the "regular" ticket.

The annual election of officers of the Commercial Exchange, Philadelphia, taking place on January 31 (nominations to close on January 21), seems to be a renewal of last year's struggle between the factions. The administration of S. L. McKnight (who will be a candidate for president to succeed himself) has been successful in achieving certain concessions hitherto unobtainable, such as elimination of the \$2 reconsignment charge when made within 24

hours; the presence of railway representatives on the floor on Saturdays and other transportation conveniences, as well as a reform in the matter of the dating of B/Ls in the West,—all of which reforms the "outs" claim are but the fruits of the previous administration's work gathered by its successors.

The Memphis Exchange, on January 12, opened its new quarters in a new building which cost \$1,600,000. The building will be occupied by the Cotton Exchange and Merchants' Exchange as well as by a great many railroad and other important offices. A banquet was given to the members and guests at the Exchange Building at 8 o'clock p. m. of January 12.

On Saturday, January 7, St. Paul Elevator A, Milwaukee, with storage capacity of 850,000 bus., owned and operated by the C., M. & St. P. Ry. Co., was declared a regular elevator under the rules of the Milwaukee Chamber of Commerce by a board of directors, with the approval of the association. This elevator will be a regular elevator until August 1, 1911, the date fixed by the rules of the Chamber when the period for which an elevator is made regular must expire.

The directors of the Chicago Board of Trade have given notice by resolution that "any practice of buying indemnities when the buying member has no 'insurable interest' in this market, or of dealings in what is known as 'ex-clearing house indemnity,' or any lapse into that form of indemnity trading in vogue prior to the passage of the present indemnity rule, is a violation both of the letter and spirit of the present rule, rendering every member practicing same subject to punishment provided in the same rule."

A membership in the St. Louis Merchants' Exchange was offered in Chicago free of cost despite the fact that the organization there owns its own property and has money in the treasury. The recipient of the membership, however, would have to pay a transfer charge of \$100, the 1910 dues of \$50, and would also have to pay the 1911 dues of \$50 more to be able to realize any benefits from the membership. A visiting member of the St. Louis exchange said that over 200 memberships would lapse with the close of 1910.—*Record-Herald*.

The Chicago Board of Trade in December voted down the proposition to increase commission rates, the vote being 341 for the increase and 618 against it. "Once more," says the Pope & Eckhardt Co. circular letter, "once more the good sense of the majority of the membership of the Board of Trade has been demonstrated in the vote cast on the proposed amendment to the commission rule, with a large majority against its adoption. Consideration of the interest of the patrons of the market should have had greater consideration; the proposition then would never have been submitted to a vote."

The Philadelphia Commercial Exchange celebrated the close of the year 1910 with a musical and vaudeville show on the floor, with an attendance of about 500 members and guests. President S. L. McKnight welcomed the guests and congratulated the traders on the disappearance of "horse-play" on the last day of the year and the substitution of this function. Hughey Dougherty, Larry Sharkey, James McCool, Charles Doolin and John J. O'Brien, all made hits with the brokers by their songs and clever monologues. There was also a band of musicians. The stage was appropriately decorated, while evergreens hung in abundance from one end of the trading floor to the other.

CINCINNATI CHAMBER OF COMMERCE ELECTION

The annual election of the Cincinnati Chamber of Commerce was held on Jan. 11, with a result as follows: President, Walter A. Draper; Second Vice President, H. F. Cellarius; Treasurer, George C. Schneider; Secretary, H. E. Richter; Directors, Leo. Blum, Jr., George Keller, Henry F. Lackman, N. Longfellow, Chas. P. Morse.

Members holding over: First Vice President, Charles W. Schmidt; Directors, Oscar F. Barrett, John T. Creahan, S. A. Eberle, H. W. Maesner, E. P. Marsuall.

NEW RULES AT BUDAPEST.

The rules committee of the Budapest Bourse has adopted new rules by which, beginning on January 1, 1911, contracts will be prohibited in wheat, rye, oats or colza before January 1 of the year in which the crop contemplated in the contract will be harvested. For maize, contracts will be prohibited before June 1 of the year in which the crop contemplated in the contract will be harvested. Contracts passed before these dates will not be recorded by the Budapest Bourse, and will, therefore, not be submitted to the arbitration committee in case of dispute.

This change is of as much import to the flour business as it is to the grain trade. Formerly, for example, it often happened that bargains would be entered into in October in respect to grain that was scarcely in the ground. Such quotations would (so

the objectors thereto urged) induce flour buyers to exact long term bargains from the millers, "resulting in an unhealthy condition of trade."

It is said that in exchange for modifying the rules in this way, the Budapest interests are demanding Austria's agreement to the introduction of the import certificate system after the German plan. To this the Austrian millers would not object, but they want Hungary at the same time to limit its exports to Austria to an amount to be arranged.

KANSAS CITY ELECTION.

The annual election of the Kansas City Board of Trade was held on January 3. C. P. Moss was elected president; Geo. H. Davis, first vice-president, and R. J. Thresher, second vice-president.

ST. JOSEPH BOARD OF TRADE.

The Board of Trade of St. Joseph, Mo., on January 3 elected Jos. L. Frederick, of the J. L. Frederick Grain Co., president for 1911, to succeed R. R. Clark, and the following directors: J. L. Frederick, R. R. Clark, J. W. Craver, A. J. Brunswig, F. R. Warrick and Lee Feunquay. The vice-presidents, secretary and treasurer will be chosen by the directors.

The Board is now in the midst of a controversy on the question of charging interest on drafts, which has not so far been the practice at St. Joseph.

PEORIA'S ANNUAL ELECTION.

The following ticket was elected on January 9 to be the officers and directors of the Peoria Board of Trade for 1911:

President, Thos. J. Pursley.
Vice-Presidents, N. M. Love and W. W. Dewey.
Secretary, John R. Lofgren.
Treasurer, Walter Barker.
Directors, A. G. Tyng, T. A. Grier, T. G. Jacobs, D. Mowat, F. L. Wood, C. C. Miles, A. Woolner, Jr., B. E. Miles, J. H. Ridge, N. R. Moore.
Committee of Arbitration, for two years, Louis Mueller, C. L. Daly and Frank Baker; for one year, L. H. Murray.
Committee of Appeals (2 years), James Gouran, A. D. Campbell and W. S. Miles.

ST. LOUIS MERCHANTS' EXCHANGE.

The annual reports of officers of the St. Louis Merchants' Exchange indicate a fairly prosperous year in trade, the volume of grain and flour handled being increased over 1909; while the finances of the Exchange proved ample for its needs although the progress and prosperity of the market called for a broadening of its work in several directions.

Collateral reports were made by the Traffic Bureau, the Department of Weights, and the Publicity Bureau.

The Supervisor of Weights reports leaky and imperfectly sealed cars arriving to the total of 23,823 at unloading points and 15,024 on hold tracks. The number seems, absolutely, to be very large, indicating gross carelessness in the country, but we have no means of determining their relation to the whole number of cars arriving at the market.

The Publicity Bureau speaks of the growing popularity of the St. Louis plan of comparing market prices on the publication by the papers of the daily quotations on change, and of the posting of St. Louis quotations on the blackboards of the leading exchanges throughout the country.

CHANGES IN EXCHANGE RULES.

Chicago.—The Board of Trade has adopted an amendment to Rule 14, prohibiting a member from obtaining member rates of commission for two firms or corporations.

The Board has also adopted an amendment to Rule 22, so that the rule now provides that all cash grain bought in the sample market must be paid for within seven business days instead of fifteen days as formerly. Under the old rule cash grain need not have been paid for until after fifteen business days have expired, which has caused receiving houses a great deal of loss as they make payment to the shipper the day after the car is sold, and frequently had to wait the full fifteen days before they could collect from the buyer, while at the same time the buyer owned the grain, the seller thereby losing the interest on the amount of money involved.

Milwaukee.—The Milwaukee Chamber of Commerce on December 21 repealed the Rule of the Milwaukee Chamber of Commerce permitting the delivery of Chicago warehouse receipts in fulfillment of transactions for future delivery made in the Milwaukee market, and making the contract grades the same as are deliverable in Chicago, with the exception of No. 2 Red Winter Wheat.

Minneapolis.—The Minneapolis Chamber of Commerce has adopted three amendments to the General Rules the purport of which is to increase commission charges as follows: For receiving and selling corn on arrival or to arrive, for account of non-members, $\frac{3}{4}$ c per bushel, and for account members $\frac{1}{4}$ c per bushel; for receiving and selling oats on ar-

rival or to arrive, for account of members, $\frac{3}{4}$ c per bushel; for receiving and selling barley on arrival or to arrive, for account of members, $\frac{3}{4}$ c per bushel.

Wichita.—Secretary Jas. H. Sherman reports the following change in the By-Laws of the Wichita Board of Trade, effective January 1: "On all grain, mill feed or seeds consigned to any member of this Board of Trade, or to any firm or corporation duly represented in its membership, or bought by any member thereof, or by any such firm or corporation and shipped to Wichita, subject to either Wichita weights or inspection, or both Wichita weights and inspection, the receiver or purchaser, as the case may be, shall charge interest at not less than 6 per cent per annum on any sum advanced on such consignments or purchase to the time of reimbursement. Provided, not more than five days from date of inspection, shall be allowed for unloading or reconsignment at Wichita. On grain or other commodities bought as above described, and billed to any destination where interest is charged, the interest charged at such destination shall be charged in the same manner as other terminal charges. Where such grain is billed direct from point of origin to a destination where no interest is charged by receivers, none shall be charged to sellers. Any member violating the provisions of this paragraph, shall upon conviction thereof, be fined for the first offense, not less than \$25.00, and for the second offense, either be suspended or expelled as the Board of Directors may determine."

CHANGES IN EXCHANGE MEMBERSHIPS.

Chicago.—Secretary Geo. F. Stone reports the following changes in the membership of the Chicago Board of Trade during December, 1910: New members.—Henry W. Batterman, John H. Douglass, Wm. C. Gorman, Howard H. Logan, Chas. S. Castle, H. W. Bienenstok, Philip J. Reddig, Thos. K. Boyd, Eugene Rockwell Pike, James S. Marsh. Withdrawals.—Geo. H. Doggett, Robt. D. Law, T. A. Chappell, Jas. M. Arnold, Fredk. Dorr, Chas. H. F. Smith, Wm. L. Kroeschell, Frank S. Daggett, Fredk. R. Babcock, J. A. O'Reilly.

Duluth.—Secretary Chas. F. Macdonald reports that in December N. M. Young withdrew from membership in the Duluth Board of Trade and that P. E. Stroud was admitted.

Milwaukee.—Secretary H. A. Plumb reports the following are the changes in the membership of the Milwaukee Chamber of Commerce during the month of December, 1910: New Members.—Wm. L. White, R. C. Bagley, Carl E. Hansen, R. M. Koppelkamm. Transferred Memberships.—E. F. Blomeyer, Wm. Hughes, Edwards Shackell.

Minneapolis.—Assistant Secretary E. S. Hughes reports the following changes in membership of the Minneapolis Chamber of Commerce in December: New Members.—J. S. Graves, Duluth, Minn.; C. J. Marboe, La Crosse, Minn.; Frank J. Tyner, Clarence Mathewson, James A. Latta and O. E. Davidson, Minneapolis. Withdrawals.—N. P. Rogers, St. Paul; J. C. Atkins, J. R. Mathewson and O. C. Wyman, Minneapolis.

New Orleans.—No new members interested in the grain trade have been elected to membership in the New Orleans Board of Trade, but Secretary Herring reports that T. J. Clarke, a grain broker, has withdrawn as a member.

Omaha.—Secretary F. R. Manchester reports that the J. A. Ellis membership on the Omaha Grain Exchange has been transferred to C. J. Chisam.

Philadelphia.—New members of Commercial Exchange: Fred. H. Yallancor of Richardson Bros., Bourse Bldg.; and Litt Bros., Eighth and Market streets; Standard Hay Co., Louderton, Pa.

Peoria.—Sec'y John R. Lofgren reports that the membership of Geo. C. Clark has been transferred to George Arthur Clark, treasurer of Horace Clark & Sons Co.

St. Louis.—Secretary Geo. H. Morgan reports that the following persons made application for membership in the St. Louis Merchants' Exchange during December: George Gierer, with W. D. Orthwein Grain Co., St. Louis; Sam Cohn, Empire Hay & Grain Co., St. Louis; James B. Hibbard, Illinois Hotel, St. Louis; Henry W. Glessing, Farmington Milling Co., Farmington, Mo.; by transfer from C. A. Smith, Louis W. Roos, Chas Hamlin Smith and Edgar T. Orthwein.

Chicago public elevator charges for 1911, approved by the directors of the Board of Trade, are as follows: "On all grain and flaxseed received in bulk and inspected in good condition $\frac{3}{4}$ c per bu. for receiving and for the first ten days' storage or part thereof, and one-thirtieth of 1c per bu. for each additional day's storage thereafter, so long as said grain and flaxseed shall remain in good condition. For delivering of grain or flaxseed out of such warehouses, an additional charge of $\frac{1}{4}$ c per bu. will be made and collected. On grain damp or liable to early damage, as indicated by its inspection when received, 2c per bu. for the first ten days or

part thereof, and one-half of 1c per bu for each additional five days or part thereof. No grain will be received in store until it has been inspected and graded by authorized inspectors."

ELECTION AT CHICAGO.

The annual meeting of the Chicago Board of Trade Association was held on January 9. The following officers were elected:

J. C. F. Merrill of Merrill & Lyon, president by unanimous vote; F. M. Bunch, of Ramsey & Company, first vice-president (advanced under the rules); Edward Andrew, of Nash-Wright Grain Co., second vice-president. For this office there was no opposition to the candidates named.

For directors there was a sharp contest. The following were elected: Charles B. Pierce, of Bartlett-Frazier; Theodore E. Cunningham, of Harris, Winthrop & Co.; David S. Lasier, of Crighton & Lasier; Caleb H. Canby, of C. H. Canby & Co.; and Leslie F. Gates, of Lamson Bros. & Co.

The regular nominees for the committees were unopposed, the following being elected:

For committee of appeals—Edward A. Doern, of Pope & Eckhardt Co.; Howard Field, of Howard Field & Co.; John R. Leonard, of Bridge & Leonard; Wentworth P. MacKenzie, Shearson, Hammill & Co.; Harry B. Shaw.

For committee of arbitration—John E. Brennan, of Brennan & Garden; Henry G. Campbell, with Armour Grain Co.; Edward F. Chapin, of Chapin & Edwards; James J. Fones; Ralph A. Schuster, with Rosenbaum Bros.

CELSUS PRICE MOSS.

C. P. Moss, who has been elected president of the Kansas City Board of Trade is distinctly "one of Ours," as the grenadiers would say. Entering the



C. P. MOSS.

grain business in 1881 with French Bros. Commission Company as office boy, he has "run the gauntlet" of experience from one end of the lines to the other, and is recognized in Kansas City as a typical business man of the keen and militant West. He sold his interests in the French Bros. Company, acquired between 1881 and 1895, in the latter year, when he organized the Moss Grain Company, with which today he is still connected, doing a business on both the cash and future sides.

Mr. Moss, at the election of January 3, was accorded the distinguished honor of receiving every vote cast for the office of president, a mark of universal confidence rarely accorded any man for any office. He had served as a director for four years, after which he was elected second vice-president and in 1910 advanced under the rules to be first vice-president.

Mr. Moss is a member of the Kansas City Club and the Commercial Club, two of the leading organizations of the city, and also of the Evanston Golf Club.

COUNCIL OF EXCHANGES.

The annual meeting of the Council of North American Grain Exchanges will be held at Chicago on February 6, 7 and 8. The program has not yet been prepared, but some of the features will be as follows:

Addresses by Bert Lang of St. Louis on "Publicity," by J. L. Messmore of St. Louis on "Fraud in the Grain Business," by J. F. Courcier or other representative of the Grain Dealers' National Association on "Trade Rules," by Frank I. King of Toledo on "Uniform Methods of Recording the Movements of Grain," by Charles England of Bal-

timore on "The Objects of the Council," by S. P. Arnot of Chicago on "Private Wires," by J. C. F. Merrill of Chicago on "How to Reach the Farmers through Publicity." President E. J. Furlong of Milwaukee is also down for an address on a topic not yet announced.

Between now and the meeting of the council the Minneapolis Chamber of Commerce is expected to entertain the directors of the experiment stations of Minnesota and the Dakotas as well as the officers of the Council and its seed improvement committee, out of which it is expected something will develop on the seed question which may form a feature of the program.

There will be a report by H. L. Goemann on the "Cash Margin Call," and of course an opening address by President Bradley.

The first two days will be devoted to the Council's order of business, including the election of officers; but the third day, February 8, will be devoted entirely to the problem, "How to obtain a larger yield of grain." There will be no "speeches," but the time will be given to a general discussion of the plans already under way and how to bring all of the forces of the press and of institutions into action to encourage the farmer to put into practice that which he already knows but too often neglects. A number of men prominent in the good seed and good farming propaganda will be present.

It is expected that the number of Exchanges in membership will be greater by three or four than a year ago.

WEIGHING AT CINCINNATI.

The Cincinnati Chamber of Commerce directors have adopted a new code of Rules Governing Public Weighing at Cincinnati, and these rules became effective on January 9, 1911. The weighing will be conducted by the "Weighing Bureau" of the Chamber. It will be in charge of a chief weigher appointed by the directors and deputies appointed by the chief and approved by the directors. All employees will be paid salaries. "Owners of public wagon scales, who are members of the Chamber of Commerce, and employees designated by them, may be appointed deputy weighers." Other rules are as follows:

"Rule 7. Weighers shall seal the cars with weigher's seals after the property has been weighed and loaded into the cars, such seals to be furnished by the Weighing Bureau. It shall be misconduct for any person to break any seal affixed to any in or out-bound car of grain or other produce, without the knowledge or consent of the weigher or grain inspector. Cards shall be furnished by the Weighing Bureau, designating the initials and car numbers of cars officially weighed for shipment, indicating that such cars to which these cards are attached have been weighed by the Cincinnati Chamber of Commerce Weighing Bureau. Such cards shall be attached to all officially weighed outgoing cars.

"Rule 8. If a car is found to be in bad order in such a way as might contribute to loss or damage, the weigher must immediately notify the local freight agent of the railroad on whose track the car is then located, of such defect, and the local freight agent of the railroad shall, as soon thereafter as possible, send an inspector to examine the car jointly with the weigher. If they agree upon the fact, notations as to the specific defects shall be made upon the weight certificates, and signed jointly by the weigher and inspector. If they are unable to agree, each will make written report of his findings and conclusions in duplicate, each furnishing the other with a copy, these reports to be filed with the chief weigher, who shall determine as to the notations to be made on the certificate. The settlement of all claims for loss or damage in which the railroads may be interested, is to be made according to merit and as developed by investigation.

"Rule 9. All sales, purchases and consignments of carlots of grain, grain products, millfeed, seed, hay and straw, for delivery within the switching limits of Cincinnati shall be on basis of the Weighing Bureau weights. Any deviation to be with the consent of the chief weigher or any three members of the standing committee on public weighing.

"Rule 10. Any railroad company, accepting the conditions of and operating under these rules, shall be furnished promptly with Weighing Bureau weight certificates on all cars transported by it, and shall at all times have full access to the records and files of the Weighing Bureau.

"Rule 11. Official certificates of weight shall be issued by the chief weigher, such certificates to be furnished only by the Weighing Bureau, and no other form shall be used. Official certificates shall be consecutively numbered, must show the entire contents of each car weighed, designating the number of bales or sacks, if so loaded, and must show the initials and car number into and from which the property was weighed. For grain, grain products, millfeed, seed, hay and straw, certificates shall report also the condition of the car, with such other details as the nature of the case calls for. Original and duplicate certificates shall be furnished to the party ordering the weighing, and if the weighing is not by order of the seller, he also shall be entitled to

receive a copy of the certificate. The chief weigher shall affix the seal of the Weighing Bureau of the Cincinnati Chamber of Commerce to all certificates issued, and no certificate shall be valid without the Weighing Bureau seal.

"Rule 12. The fees for weighing shall be \$1.00 per car on grain, grain products, millfeed, seed, hay and straw. [Different fees for other commodities.]

"Rule 13. The railroad companies operating under these rules shall pay to the Weighing Bureau 25 cents per car on all inbound and outbound weights, for which certificates must be furnished, except on business between industries within the switching limits of Cincinnati.

"Rule 14. Weighers under appointment of the Weighing Bureau who are owners of wagon scales may execute official certificates for issuance by the chief weigher as provided in Rule 11, for weights of commodities, of which they shall keep a record for the Weighing Bureau, and for compensation for such commodity weighing they may receive the fees charged for the weighing, making payment to the Bureau such amount as may be charged for certificates furnished for such purpose. Owners of public wagon scales shall not be required to pay any fee to the Weighing Bureau on property weighed over such scales.

"Rule 15. At the discretion of the weigher, all wagons to be used in the removal of contents of a car to be weighed must be weighed empty prior to loading from the car, and such wagons must be

shall be submitted to the Standing Committee on Public Weighing for decision.

"Rule 20. The provisions and operation of these rules are subject to terminal regulations of the railroads as to car service, switching, re-weighing, and the tariff regulations and provisions governing such service."

[For the American Elevator and Grain Trade.]

THE ANNUAL ELECTION OF OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS.

BY L. C. BREED.

The election of officers of the Merchants' Exchange for the current year was the occasion of



F. D. CHAMBERLIN.

an unusual degree of excitement. Interest in the matter began fully a month before the time provided for the election by the by-laws, through the agitation of some of the members who sought to bring about quite radical changes in the policy of the Exchange as referred to in the last issue of the "American Elevator and Grain Trade." The



WILBUR B. CHRISTIAN.

agitation resulted in putting a second or opposition ticket in the field.

The election was held January 4, and interest in the contest brought out a large vote, the largest in several years, the total number of votes cast being 745, or more than double the number polled when there is but one ticket. The present membership of the Exchange is 1,420. The result was as follows:

President, James W. Garneau; 1st vice-president, Christian Bernet; 2nd vice-president, J. L. Messmore; directors, F. B. Chamberlin, R. P. Annan, Jr., Frederick Deibel, Aderton Samuel, Wilbur B. Christian.

Committee of Appeals—Daniel P. Byrne, Thomas

B. Gettys, Ben. S. Lang, W. E. Knapp, John B. Wahl, Charles W. Isaacs, William Koechig, J. Paul Berger, J. F. Vincent, George C. Martin, Jr., J. O. Ballard, D. W. Clifton.

Committee of Arbitration—Marshall Hall, F. W. Seele, Robert C. Valier, Edward J. Paule, Samuel Gordon, Frederick C. Orthwein, H. G. Craft, William E. Smith, Martin J. Mullally, M. J. Connor.

The retiring president, M. W. Cochran, prevented the consideration of his being made a member of the board of directors, according to the usual custom, by requesting that his name should not be offered in nomination, as he felt he ought to devote his entire time to his business. A resolution was adopted at the caucus, thanking him for his efficient services as president.

Prior to accepting the candidacy for the office of president, James W. Garneau resigned his position as a member of the board of directors, and this action on his part will render another election necessary to fill the vacancy. It is likely that the regulars and the insurgents will contest for additional representation on the board and each will put one of their adherents in nomination. As a result of the election, doubtless a reorganization or consolidation of some of the bureaus will take place in the near future. This is forecasted by the announcement of the new president that he will appoint some of the insurgent members on the various committees controlling the bureaus.

James W. Garneau, who was elected president, was nominated by the insurgents. He is connected



ROGER A. ANNAN, JR.

with the Krey Packing Company. Prior to engaging in that business, he was identified with the baking business. Mr. Garneau has been on the board of directors for the past year and is equipped by this experience to fill the higher office. He is regarded as an able business man and has the full confidence of the members at large. Mr. Garneau states that he has pledged himself to devote a large part of his time to work for the Exchange, and as far as possible he will endeavor to restore its former prestige as a civic organization. He will advocate retrenchment in so far as it does not hamper efficiency. He will favor publicity along beneficial lines. He regards it as an indication of an awakened interest in the affairs of the Exchange, that the day of a one-party domination has passed.

Wilburn B. Christian was born in Hamburg, Ia., Jan. 25, 1874, and lived there until the summer of 1887, at which time he went to Omaha, Neb. He came to St. Louis in 1895, engaging in business with the Isaacs & Sherry Grain Company. He remained with this company until May, 1909, at which time he formed a partnership with S. S. Carlisle, president of the Union Grain and Elevator Company of Omaha, under the style of the S. S. Carlisle Commission Company, of which concern he is the vice-president. Mr. Christian is a well posted grain man and is regarded as one of the ablest of the younger members of the Exchange. He was put in nomination at the regular caucus by P. W. Harsh of the Harsh Brothers Grain Company, who recommended him very highly as a candidate for the office to which he was elected.

Mr. Aderton Samuel was put in nomination by Roger P. Annan, Sr., and as this gentleman is one of the oldest and best known members, his hearty indorsement of his candidate undoubtedly won many votes for the younger man. For Mr. Samuel is a comparatively young man, having been born in St. Louis in 1873, where he has lived all his life.



F. DEIBEL.

stripped of all movable covers, tarpaulins or other articles. All boxes attached to such wagons must be opened and inspected by the weighers before such wagons are weighed. Empty wagons must be weighed as often as the weigher requires. No wagon shall be allowed to go to cars after 6 o'clock p. m., or before 6 o'clock a. m., without the weigher having been notified of such intention and giving consent thereto. No sacks shall be allowed to be weighed in empty wagons.

"Rule 16. When weighing in carload lots on track scales, weighers shall weigh gross and tare on the same day, and if any weather changes between time of weighing gross and tare during same day, then cars must be reweighed. If a car cannot be transferred on day of weighing gross, it must be reweighed on the day of transfer.

"Rule 17. When contents of a car are to be weighed on wagon scales, or at places where a weigher is not continuously located, the unloading must be completed by the buyer by or before the close of the day following the starting of the unloading, unless longer time be authorized by the chief weigher. Under any delay beyond the time so specified or authorized the car shall be closed and sealed by the weigher, and there shall be a charge of two dollars per car per day for the period of such delay, to be paid by the buyer to the Weighing Bureau.

"Rule 18. At all places where a Weighing Bureau weigher is located, all grain, grain products, millfeed, seed, hay and straw, shall be weighed when loaded out in carload lots, but there shall be no fee charged for this weighing out except as provided for in Rule 13, but if the said grain, grain products, millfeed, seed, hay and straw has not been weighed inbound, the fee for weighing the same outbound shall be \$1.00 per car, plus the cost of the weigher.

"Rule 19. All controversies arising between members of the trade on matters relating to weighing

Though as stated he is a young man, he is an old grain handler, having been identified with the business for twenty-two years. Twelve years of this period he was with various public elevators and for the past ten years he has been connected with the W. D. Orthwein Grain Company, and has charge of its cash grain department. Mr. Samuel is a thorough business man and of progressive ideas. The cash grain men are well pleased at having their special interests so well represented on the board.

Mr. Henry G. Craft, of Bernet, Craft & Kaufman Milling Company, in putting Mr. Frederick Deibel in nomination for the office of director, assured his fellow members, who might not be well acquainted with his candidate, that in making a director of the president of the Anchor Hay & Grain Company of St. Louis, they would secure the services of a gentleman not only of good character and engaging personality, but one who by virtue of over thirty years' experience in the grain business of St. Louis was thoroughly well qualified to pass on all questions that might from time to time engage the attention of the board. As Mr. Deibel is a man of middle age, he has the mature judgment and balance which often are called in play in the affairs of the Exchange, and his election was a matter which gratified its active members.

The father of Mr. F. B. Chamberlin was one of the earliest merchants to become a member of the Chamber of Commerce (which institution was succeeded by the Merchants' Exchange) and founded the business of which his son is now the head in 1847. Mr. F. B. Chamberlin was born in St. Louis in 1867, and has resided in this city all his life. He was educated at Washington University, and entered his father's business in 1888. The company was incorporated in 1901, and Mr. Chamberlin is its president. The company is engaged in the manufacture and sale of cereals and food products, which it handles on a large scale. Mr. Chamberlin was put in nomination by Mr. Thos. B. Teasdale, who in setting forth the merits of his candidate as a successful business man, well equipped by his liberal education and good judgment for the office, made one of the best addresses that were offered at the caucus.

Roger P. Annan, Jr., was born in St. Louis on August 31, 1844. His education was acquired mainly in the schools of Webster Groves. At the age of 17 he took a place with the firm of Annan, Burg & Co., grain, flour and feed merchants, and remained with them about a year, when being offered a situation by the American Exchange Bank (now the Mechanics-American National Bank) he accepted and was with that institution for several years. Resigning his place there, he went back to Annan-Burg, where he felt that there was a wider field open to him, and has been with that company ever since. Mr. Annan has made himself generally useful with this firm, of which his father is the head, and has been connected with several committees of the Exchange, among which are the Weighing Bureau and the Publicity Bureaus. Mr. Annan is the youngest of the directors, being only 33 years of age. He was put in nomination by Mr. Marshall Hall of W. L. Greene Commission Company.

MANCHURIAN SOYA BEAN CROP.

Under date of November 8 the British Consul at Harbin, Manchuria, reported an estimated increase of from 20 to 30 per cent in the soya bean yield this year, as compared with last. This estimate is based on Chinese reports; other authorities place the increase at 50 per cent.

It is not easy at so early a date, says the Consul, to make a correct estimate of the total crop, and any estimate must be, to a certain extent, guesswork. The unanimity in the reports from various sources, however, leaves no doubt as to the general excellence of the crop. The stalks are stated to have had more pods this year than last, and the pods to have contained three beans in place of two. The bean is of better quality, and is expected to produce more oil than that of last year.

At a conference of exporters of beans and grain products, held at Harbin on October 15, it was decided that the quantity of beans available for export from North Manchuria might be placed at from 390,000 to 450,000 tons. The figures were calculated on the basis of a total crop of about 775,000 tons, of which about half was expected to be available for export. The estimate of the total crop submitted by the representative of the Mitsui Bussan Kaisha, who attended the conference, however, was only about 610,000 tons. The present high price of bean oil also makes the quantity of beans that may be required for local consumption uncertain.

The Chinese Eastern Railway is prepared, if necessary, to provide daily five freight trains, each of 30 cars of 15 tons' capacity, for the delivery of the beans.

HAY AND STRAW

The alfalfa mill at Cadams, Nebr., is again open for business.

The Alfalfa Feed & Grain Co. will close its office at Omaha, Nebr.

Alfalfa is being grown in Jasper County, Mo., with great success.

Young & McCaleb of Phoenix, Ariz., intend to erect an alfalfa mill at Mesa.

Otto Weiss is installing a Richardson Automatic Scale in his alfalfa mill at Wichita, Kan.

Subscriptions to the amount of \$11,500 have been made towards the erection of an alfalfa mill at Gilcrest, Colo.

The alfalfa mill at Kremlin, Okla., which was recently destroyed by fire, will be rebuilt. John West-banner, a former owner, has subscribed \$7,000.

The Beatty-Reynolds Trading Co. of Swink, Colo., is operating the alfalfa mill at Cheraw, Colo., formerly run by the Consolidated Alfalfa Milling Co.

The National Hay Co. of Cleveland, Ohio, was recently incorporated by H. W. Robinson, H. H. Driggs and William C. Neizer, with a capital stock of \$25,000.

Alfalfa will be used in the manufacture of the products of the American Stock Food Co., which will build a mill at Kansas City, Mo., as soon as the weather permits.

James A. Jones intends to erect an alfalfa mill at Oklahoma City, Okla., at a cost of \$75,000. The plant will have a daily capacity of from 50 to 75 cars of hay and grain.

The Western Land Products exhibit which will be held at Omaha, Nebr., between January 18 to 28, will demonstrate everything which it is possible to demonstrate about alfalfa.

A banquet will be given at Rifle, Colo., when the alfalfa mill at that place is completed. Alfalfa will appear as stuffing, salad, in place of potatoes and dried stalks will be used as tooth picks.

The Department of Agriculture is planning to fight a weevil which has wrought great damage to alfalfa throughout Utah, during the past season. A fungus parasite and a predaceous mite will be introduced to fight the weevil.

The Mitchell Alfalfa Milling & Light Co. held its annual meeting January 2, at Mitchell, Nebr., and elected the following officers: W. D. Linden, president; S. P. Stryker, vice-president; R. W. Hobart, secretary; James T. Whitehead, treasurer.

Hay dealers and shippers of the entire Arkansas Valley in Colorado will meet at Lamar, Colo., to form an organization for the purpose of safeguarding the hay interests of the valley and preventing the exportation of hay unfit for shipment.

Pres. Dean and Sec'y Taylor of the National Hay Association, on January 9, began a series of official calls on the hay markets and members of the association in the Western and Southern states. The purpose of the trip is to interest prospective members and to tender to the present membership in those territories such service as the National Hay Association is able to render its members.

We can report an improved demand for good timothy and light mixed hay. The receipts on railroad billings are lighter than for some time and prices are very firm. We look for a continued good demand for the remainder of this month and do not think the shippers will miss it by starting a few cars this way. The receipts of poor clover hay are still in excess of the demand and prices are low.—Pittsburg Grain and Hay Reporter.

CANADIAN HAY TRADE.

The falling off in the export demand has caused a decline in the price of No. 1 and good No. 2 hay of 50c per ton, No. 1 being now quoted at \$11.50 to \$12.00 per ton in car lots. The whole market from the top to the lowest grades is easier, the supplies being more than sufficient for the local trade and outside requirements. Shippers report that the English market has been a losing one of late, which accounts for the decreased shipments, which may have the effect of bringing up the market there to a profitable basis again for Canadian hay. It is stated by dealers here that American buyers are paying as much for Canadian hay at country points as can be realized in this market. They take the best qualities principally. Shipments have recently gone forward to Western points but they have not been sufficient to clear off the surplus stocks that find their way to this market. Notwithstanding the liberal purchases of Canadian hay that have been made in this province for the New England states, we have not yet heard of stocks in farmers' hands running towards depletion—proving our repeated contention that the hay crop of this province last year was fully 50 per cent in excess of that of the year previous. Our advices from Eastern Ontario state that farmers in some sections there are holding their hay, believing in

higher prices in the spring. For full particulars on prices see our regular market report.—*Montreal Trade Bulletin*, Jan. 6.

HAY IN THE NORTHWEST.

The cold weather is bringing renewed activity into the hay trade and our prophecy of high prices coming back by the middle of the month has every indication now of coming true with a vengeance. Every point throughout Wisconsin where hay is being shipped in this year reports the storm as unusually severe and people in these communities are now clamoring for liberal forwarding of hay to these points. The accumulation of the last two weeks in this market has now been practically cleared up and as the bad weather is retarding the movement of trains, as well as suspending baling operations we look for higher prices before next week. We urge those having any hay in store to brave the weather and forward it at this time as conditions here inside of two weeks warrant higher prices being paid.

The three cardinal rules in obtaining satisfactory results from shipping hay are: 1st—Never load into a car unless it is possible to put minimum weight in same. 2d—Never forward unsound hay of any description and as far as possible load only one kind of hay into each car. 3d—Let the door show uniform representation of what the car contains.—*Loftus-Hubbard*, St. Paul, Jan. 6.

HIGHEST MARKET PRICES.

The following table by the Hay Trade Journal shows the highest prices, also prices for No. 3 timothy hay in the markets for a week ending Jan. 6:

	Choice.	No. 3.
Boston	\$21.00	\$14.00
New York	22.00	18.00
Jersey City	22.00	18.00
Brooklyn	21.50	17.50
Philadelphia	20.50	16.00
Pittsburg	18.50	16.50
Providence	22.50	15.50
Buffalo	18.00	14.00
Baltimore	20.50	18.00
Washington	20.00	16.00
Richmond	20.50	15.00
New Orleans	22.50	16.50
New Orleans prairie	11.50	
Newport News	20.50	
Kansas City	14.50	9.50
Kansas City prairie	12.00	
Chicago	18.00	14.00
Chicago prairie	15.00	
St. Paul	17.50	10.25
St. Paul prairie	15.00	
Minneapolis	16.00	12.50
Minneapolis prairie	14.50	
St. Louis	18.50	12.00
St. Louis prairie	14.50	
Cincinnati	19.50	15.50

COMPARATIVE FEEDING VALUE OF CLOVER AND TIMOTHY HAY.

Prof. Ralph Hoagland, of the Division of Agricultural Chemistry, Minnesota University Farm, has recently tabulated the results of numerous analyses of red clover and timothy hay, made to determine their comparative feeding value in the fattening of live stock. The figures below show the number of pounds of digestible nutrients in one ton each of clover and timothy, respectively:

Nutrients.	Clover.	Timothy.	Difference in favor of Clover.
Ash	89.9	72.9	+17.0
Fat	38.0	24.5	+13.5
Protein	150.2	65.9	+84.3
Crude Fiber	290.7	418.6	-127.9
Carbohydrates	552.6	462.5	+90.1

The results here presented show conclusively the superiority of clover in feeding value. Clover contains over twice as much digestible protein, and considerably more digestible fat and carbohydrates, than timothy hay.

Clover is especially suited for young stock and milch cows, while timothy is more used as a feed for horses. Its market value for this last purpose is so high as to forbid its profitable use for general stock feeding, since the same amount of nutrients can be purchased in other feeds for less money.

The export of corn for October from Durban, South Africa, amounted to 181,984 bags, being 64,485 bags short of the previous month, and 58,146 bags short of October, 1909. Shipments have fallen off very considerably, due principally to the farmers being fully occupied with farm work. As the wheat crops have been a failure in the southern parts of the Orange River Colony farmers are planting corn very heavily, and if the weather conditions continue to be favorable, the prospects for next season are very bright. The Transvaal still holds large quantities, but holders are not very anxious to sell.

ASSOCIATIONS

COMING MEETINGS.

The South Dakota Farmers' Grain Dealers' Association will hold its annual meeting at Aberdeen on February 8-10.

The Michigan Bean Jobbers' Association will hold an annual meeting at the Cadillac Hotel, Detroit, on January 25 and 26.

The Tri-State Grain Growers' Association will meet as usual at Fargo, the sessions beginning on January 17. This convention is always in the nature of farmers' institute work, but on a somewhat broader scale than the plan of the ordinary institute. This season's program is graced by the names of the great Agricultural College men of the Northwest. Moreover, a large number of millers of North Dakota and western Minnesota will hold a conference at Fargo on January 19, when a number of technical topics, in which the farmers and wheat growers will be interested, will be discussed.

NATIONAL ASSOCIATION.

President Wayne has appointed the following standing committees of the National Association for the current year:

Executive—J. W. McCord, chairman, Columbus, Ohio; J. J. Stream, Chicago; T. A. Morrisson, Kokomo, Ind.; H. I. Baldwin, Decatur, Ill.; Charles D. Jones, Nashville; E. M. Wayne, Delavan, Ill.; John F. Courcier, Toledo.

Arbitration—Adolph Gerstenberg, chairman, Chicago; E. M. Wasmuth, Roanoke, Ind.; E. A. Grubbs, Greenville, Ohio.

Trade Rules—H. E. Halliday, chairman, Cairo, Ill.; T. D. Tinsley, Macon, Ga.; J. A. A. Geidel, Pittsburgh; Hiram N. Sager, Chicago; Alvin H. Poehler, Minneapolis.

Membership—Chas. Rockwell, chairman, Mt. Vernon, New York; H. M. Stratton, Milwaukee; Dan Joseph, Columbus, Ga.; J. E. Rahm, Kansas City, Mo.; B. A. Lockwood, Des Moines.

Hay and Grain Joint Committee—P. E. Goodrich, chairman, Winchester, Ind.; Gardiner B. Van Ness, Chicago; J. B. Edgar, Memphis.

Legislation—A. E. Reynolds, chairman, Crawfordsville, Indiana; L. W. Forbell, New York; H. S. Grimes, Portsmouth, Ohio; W. N. Eckhardt, Chicago; James L. King, Philadelphia.

Transportation—A. G. Tyng, chairman, Peoria, Ill.; C. F. Beardsley, St. Louis; H. E. Kinney, Indianapolis; H. H. Bingham, Louisville, Ky.; Wm. M. Richardson, Philadelphia.

Bill of Lading—Chas. England, chairman, Baltimore; Jas. W. Sale, Bluffton, Ind.; W. L. Fain, Atlanta, Ga.; E. Wilkinson, Birmingham, Ala.

Demurrage—Geo. D. Montelius, chairman, Piper City, Illinois; Henry L. Goemann, Toledo, Ohio; Royd Loughry, Monticello, Ind.

Natural Shrinkage—W. M. Bell, chairman, Milwaukee; J. W. Holmquist, Omaha; James H. Bowne, New York.

Publication of Arbitration Decisions—H. S. Grimes, chairman, Portsmouth, O.; Henry Rumsey, Chicago; Warren T. McCray, Kentland, Ind.; C. B. Jenkins, Noblesville, Ind.; C. C. Miles, Peoria, Ill.

Telephone and Telegraph Service—Edward Beatty, chairman, New York; Harry W. Kress, Piqua, Ohio; Patrick Carter, Charleston, S. C.; T. H. Bunch, Little Rock, Ark.; H. A. Hillmer, Freeport, Ill.

Crop Reports—Fred Mayer, chairman, Toledo; W. W. Pollock, Mexico, Mo.; T. W. Swift, Battle Creek, Mich.; Bert Boyd, Indianapolis; A. B. Beverstock, Lexington, Ohio; S. W. Strong, Urbana, Ill.; W. J. Culbertson, Delavan, Ill.; Mark Shultis, Boston; C. E. Lewis, Minneapolis; W. F. McCullough, Wichita; M. T. Shepherdson, Sioux City, Ia.

Uniform Grades—John M. Dennis, chairman, Baltimore; Marshall Hall, St. Louis, Mo.; C. A. Brown, Minneapolis; Perry C. Smith, Kansas City; A. K. Taylor, Milwaukee; E. P. Peck, Omaha; E. Wilkinson, Birmingham, Ala.; A. C. Gale, Cincinnati; E. L. Rogers, Philadelphia; J. T. Gibbons, New Orleans; S. Tate Pease, Memphis; M. Purcell, Buffalo; W. L. Shellabarger, Decatur, Ill.; W. B. Foresman, Lafayette, Ind.; J. H. Cofer, Norfolk, Va.; J. C. Darby, Jacksonville, Fla.; B. H. Dunn, Jr., Atlanta, Ga.

NEW DIRECT MEMBERS.

Sec'y Courcier, Toledo, announces the following new direct members of the Grain Dealers' National Association:

Adrian, Mich., Cutler-Dickerson Co., The.
Albion, Mich., Nowlin, F. E.
Allegan, Mich., Fairfield & Kolvord.
Auburn, N. Y., Cady & Co.
Chicago, McKenna & Rodgers.
Delavan, Ill., Wayne Brothers Grain Co.
Detroit, Mich., Botsford & Barrett, Caughey & Carran, Hobart, H. M., Lichtenberg & Son, and Simmons & Co., F. J.
Fort Wayne, Ind., Nathan & Levy and Neizer & Co.
Goshen, Ind., Goshen Milling Co., The.

Grand Rapids, Mich., Valley City Milling Co., and Wellman, E. L.

Horton, Mich., Eddy & Son.

Kansas City, Mo., Ernst-Davis Grain Co., Kemper Mill & Elevator Co., Roehen-Cary Grain Co., Shannon Grain Co., and Steele & Co., H. H.

Lansing, Mich., Brerich, Christian.

Louisiana, Mo., Shaw-Garner Co.

Moberly, Mo., McAfee Mill & Commission Co.

Noblesville, Ind., Noblesville Milling Co.

Omaha, Nebr., Beal-Vincent Grain Co., Crowell

Lumber & Grain Co., Maney Milling Co., Merriam

& Millard Co., Nye Schneider Fowler Grain Co.,

Peters Mill Co., M. C. Roberts Grain Co., Taylor

Grain Co., and Union Grain & Elevator Co.

Saginaw, Mich., Carr Co., The Henry W., and Saginaw Milling Co.

Saline, Mich., Cool Brothers Grain Co.

Salisbury, Mo., Leach Brothers.

Sioux City, Ia., Fields & Slaughter Co.

St. Louis, Mo., Harsh Brothers & Co., The Orvis

Grain & Sacking Co., Seele Brothers Grain Co., and

Sherry-Bacon Grain Co.

The Sec'y of the National Association reports the following changes in the titles of firms, members of that association:

Cairo, Ill., Magee Grain Co., successors to Redman, Magee & Co.

Chicago, Bartlett, Frazier Co., successors to Bartlett, Patton & Co.

Columbus, Ga., Dan Joseph Company, successors to Geo. Y. Banks & Co.

Kansas City, Mo., Perry C. Smith Grain Co., successors to J. Sidney Smith & Son.

Markesan, Wis., Sink & Hull, successors to Wm. Sink.

Memphis, Tenn., Edgar-Morgan Co., successors to J. B. Edgar Grain Co.

Milwaukee, Wis., Donahue-Stratton Co., successors to Chas. R. Lull & Co., and Runkel & Dadmum, successors to Runkel, Dadmum, and Sullivan.

Omaha, Nebr., Holmquist Elevator Co., successors to Merriam & Holmquist Company.

Sec'y Strong has published the Eighteenth Annual Directory of the Grain Dealers' of Illinois.

Address S. W. Strong, Sec'y, Urbana, Ill., for copies.

INDIANA MEETING.

The ninth mid-winter meeting of the Indiana Grain Dealers' Association will be held in the Board of Trade Assembly Room, Indianapolis, on January 17 and 18. The program is as follows:

Tuesday—10 a. m.

Called to order by President W. B. Foresman.

Address of Welcome by Aquilla Q. Jones, Pres. Indianapolis Board of Trade.

Response on Behalf of the Association by A. W. Taylor, Vice President Indiana Grain Dealers' Association, Stillwill, Ind.

President's Address by W. B. Foresman, Lafayette, Ind.

Secretary's Report by M. T. Dillen, Indianapolis, Ind.

Treasurer's Report by Bert. A. Boyd, Indianapolis, Ind.

Appointment of Committee on resolutions, etc.

Address, "Advantage of a Claims Department," by John W. McCardle, Indianapolis, Ind.

Address, "Shrinkage in Corn," by Prof. G. I. Christie, Purdue University.

Discussion.

New Business.

Tuesday Afternoon.

Address, "Good Roads," by Clarence A. Kenyon, Indianapolis, Ind.

Address, "Landlord's Lien Law," by Hon. E. H. Wolcott, Marion, Ind.

Address, "Some Bad Rulings by the Interstate Commerce Commission," by A. F. Files, Evansville, Ind.

Address, "Advantage of a claims Department," by S. W. Strong, Sec'y Illinois Grain Dealers' Association, Urbana, Ill.

Discussion.

New Business.

Wednesday—10 a. m.

Address, "The National Association," by John F. Courcier, Sec'y Grain Dealers' National Association, Toledo, Ohio.

Address, "Sixty-eight lbs. of Corn per Bushel—Unjustness of Indiana Law in Comparison to Other States," by Hon. J. D. Myers, Worthington, Ind.

Discussion.

Report of Committees—(a) Auditing; (b) Resolutions.

Unfinished Business.

Adjournment.

The outlook now is for a very good meeting.

The National Hay Association has begun the publication of a semi-monthly report on hay crop and trade conditions at terminal markets.

Sec'y J. Vining Taylor reports the following firms who have joined the association or renewed their membership by payment of dues: T. W. Collins, Jamestown, Kan., dealer; Geneva Milling and Grain Co., shippers, Geneva, Ind.; A. W. Howard, broker,

Roanoke, Va.; Marysville Hay, Feed and Fuel Co., dealers, Marysville, Ohio; Scofield-McMichael Produce Co., shippers, Prattsburgh, N. Y., and that L. A. Page at Marshall, Mich., has been succeeded by Page & Hartwell.

The annual meeting of the Farmers' Grain Dealers' Association of Iowa will be held at Sioux City on February 1-3. Among those who will be invited to attend and make addresses are: Senator A. B. Cummins of Iowa; Senator Robert M. La Follette of Wisconsin; Harry F. Atwood of Chicago, assistant United States district attorney; Ward S. King of Missouri, exponent of the road drag idea; and Miss Kate Barnard, commissioner of the Kansas State Board of Charities and Correction.

[For the "American Elevator and Grain Trade."]

THE ILLINOIS GRAIN DEALERS' ASSOCIATION.

BY S. W. STRONG, SEC'Y.

In these days when there is so much hue and cry in the press of trusts and combinations, one is lead to consider and wonder if *all* the charges of graft are true. Judged by the convictions secured in the courts, one will be convinced that *at least not all* the charges in the papers are facts.

These are times of organization,—of co-operation. The ready means of communication among the people render uniform or united action easy. Those in like lines of trade or business have learned by experience that by co-operation—uniform action—they and those who deal with them are benefited. Organization for the benefit of all concerned in like business is prevalent throughout the Nation; but there are those who can not see in organization anything other than greed and unlawful attempt to increase gain. To the evil minded, *all* things are evil. Then, too, many things are charged to organizations, for which they are in no sense responsible, as the things complained of are the acts of individuals.

It is a time also when honest dealers are perturbed at the tendency of the times, and desire to give publicity to their acts, either as individuals or as members of organized trade associations, so that the discerning public, the true common people,—of whom the great Lincoln once said, "God must have loved them, he made so many of them,"—may see the real intent and meaning of co-operation and organization and not be misled by the virulent cry of the irresponsible.

The Illinois Grain Dealers' Association, now in its eighteenth year, numbers among its membership the progressive, up-to-date shippers of grain. The Illinois Grain Dealers' Association, by its acts benefits all who have to do with grain, from the producer to the consumer. The Association does not buy, sell, inspect or weigh grain. The Association stands for the largest individual liberty in the trade, conducted on lines honorable, honest, and giving a "square deal" to all concerned.

The producer is entitled to be paid for every bushel of grain he delivers and for the actual grade of the grain he has to sell the highest market price at the point of delivery. The market price at any grain receiving point is easily determined by deducting from the price of the grain in the terminal market, the freight, cost of handling, and the reasonable margin which the handler should be allowed as his compensation for investment, labor and time devoted to the business. No juggling or conjuring can change the above facts. There should be every endeavor on the part of the elevator operator to give publicity to market prices which, owing to daily fluctuations, can hardly be done otherwise than to post them in his office whenever they are changed.

In an organization of grain men, the shipper has the benefit of a court of arbitration in settling with buyers in terminal markets. In the court of arbitration a man's honor is the only requirement in stating his case; and three grain men constitute the committee, or court. There is also a claims department for collecting losses in shipments, and through this claims department, a claimant's case is taken up with the railroad and compensation secured for loss occasioned by reason of defective cars or negligence in service.

Many abuses have been eliminated from the trade since co-operation began among grain men, chief of which was the abolishment of dockage at terminal markets. Time was when it was the universal custom arbitrarily to dock every car of grain, either by deducting from its weight or otherwise. Sixteen of the principal grain carrying roads in this state have now signed an "Agreement or Understanding," etc., with this Association for the adjustment of claims for loss of grain during transportation. The weighing systems of all the terminals, or nearly all, are practically on the same basis; individual, independent, duly appointed officials weigh the grain impartially and without knowledge as to who is the shipper or who is the receiver of the grain. So too, with inspection of grain. At all the terminal markets there are duly authorized

officers who grade the grain on arrival, without any information from whence it comes or where it is going.

One of the most serious troubles of the grain trade, in the past, was the system of rebates given to favored individuals by the railroads; and to the associations of grain shippers throughout the country, is due in a large measure the credit for the abolishment of this iniquitous practice.

The Illinois Grain Dealers' Association actively works for larger yields of a better quality of grain, and has for years been represented on the Advisory Board of the Crop Experiment Committee of the University of Illinois. It has at all times, in all ways possible, lent its aid and advice to a furthering of the interests of the College of Agriculture of the University, believing that a large measure of the prosperity of the people of the state would be best achieved by the development of a highly educated farming community.

There is so much that has been done which stands to the credit of organized grain dealers, that all who have an interest in the production, carrying and distributing of grain are coming to look to organized co-operation of grain men to carry forward and complete the work of securing entire uniformity in conducting the business in all the markets of the Nation and the world; and the Illinois Grain Dealers' Association, ready to do its part, stands for the highest efficiency, honesty and expediency, knowing that the prosperity of the producer is of the first paramount necessity to secure for the shipper, the carrier, the distributor a profitable business which when conducted equitably benefits the whole people.

IN THE COURTS

Suit has been filed by the Pendleton Grain Co. of St. Louis, Mo., against Finch & McCombs of Indianapolis for default of contract of purchase of wheat.

At the first meeting of the creditors, Louis A. Bean was recently accepted as a trustee for the A. G. Crosby Co., a bankrupt grain firm of Boston, Mass. He gave a bond of \$10,000.

The Bewsher Grain Co. of Omaha, Nebr., has filed complaint with the state railroad commission alleging that the terminal facilities of the Missouri Pacific Railroad in Omaha are inadequate.

The Kemper Grain Co. of Kansas City, Mo., recently filed suit against the A. Steckel Grain Co. of Preston, Kan., alleging an overdraft of \$485.26 on a shipment of grain which was to be sold in July, 1909.

George Schuart, manager of the Omaha Grain Commission Co. of Omaha, Nebr., was recently arrested on a charge of bucket-shopping preferred by E. R. Watke, a well-known grain man and former owner of an elevator.

The James L. Hight Grain Co. of Walker, Ill., recently filed an involuntary petition in bankruptcy at the same time as did the Farmers' & Merchants' Bank of Macon, which is closely allied with it. The liabilities of the grain company are \$100,000.

J. C. Kingery has brought suit against the Farmers' Elevator Co. of Gowrie, Iowa, for the recovery of \$365.70, which he claims is due from 11,009½ bushels of corn stored in the plaintiff's warehouse and for which he failed to receive pay.

Suit was recently brought against the Omaha Elevator Co. of Omaha, Nebr., by Samuel McMurray, president of the Farmers' Co-operative Elevator Co. of Gibbon, Nebr., charging unfair discrimination in purchasing grain at the various elevators.

J. N. Josephson & Co. failed to obtain the \$9,387 damages for which it was suing the Soo Railroad. The jury was unable to find evidence that a spark from the defendant's locomotives caused the fire which destroyed the elevator and feed mill of the plaintiff at Maple Island, Minn.

J. Charles Foote of Catskill, N. Y., has been forced into involuntary bankruptcy by his creditors, Orloff T. Heath, William Mayhan and Willis A. Haines. It is alleged that Mr. Foote transferred seed and grain valued at \$250 to the Page Seed Co. of Greene, N. Y., while insolvent. His assets are \$2,500.

Earl Davis, owner of an elevator at Ellis, Ill., recently made an assignment in favor of Arthur Bass of the Armstrong Bank and turned his business over to the banker, as he was unable to raise the necessary cash immediately, although not bankrupt. His liabilities are about \$20,000 and his assets \$27,000.

Gus Anderson recently sued the Farmers' Elevator Co. of Armour, S. D., for 1,000 bushels of grain on which he held storage tickets, but the company had refused to pay him the market price or return the grain to him. The verdict was in favor of Mr. Anderson. He had secured the grain through the sheriff and had sold it to another company suing

also for the cost of moving the grain and the fees of the attorney.

Irving Powers, doing business under the name of Irving Powers Grain Co. of Boston, Mass., was recently forced into involuntary bankruptcy by his creditors, Edward C. Howlett, to whom he owes \$6,505.95; Charles F. Marden, \$427.50; George F. Walter, \$5.50, and the H. G. Hill Co., \$40.60.

The Froedtest Brothers' Grain & Malting Co. of Milwaukee, Wis., was recently awarded a verdict of \$63 by a jury against C. Williamson. The company was suing for the payment of \$447 for feed, against which Mr. Williamson set up a counter-claim, stating that 93 pigeons had died as a result of the feed sold him.

The case of the Duluth Elevator Co. against the Great Northern Ry. Co. and the C. M. & St. P. Ry. Co. was recently settled before the trial by the defendants paying for the car of corn which was alleged to have molded on its way from Howard Lake to Rosemont, Minn., on account of a delay of two weeks while in transit.

Criminal proceedings were set on foot by Dominion Warehouse Commissioner Castle against the Thunder Bay Elevator Co. of Fort William, Ont., in the Winnipeg Court, alleging that the company made incorrect returns of wheat stored in its elevator, but were dismissed by the magistrate on the ground that the offense, if any, as charged, was outlawed.

The Jones Grain Co. of Nebraska City, Nebr., recently sued the Western Union Telegraph Co. for \$250 damages for failure to deliver a message within twenty-four hours. An offer to purchase 5,000 bushels of wheat had been made them by the Corn Belt Grain Co. of Atchison, Kan., but before the deal was closed the market had gone down and \$250 were therefore lost.

C. F. Davison has brought suit against O. L. Cupp, with whom he entered into partnership some time ago under the agreement that he would furnish the capital and Mr. Cupp should do the work in connection with a grain business at Uniondale, Ind. Mr. Davison had furnished \$15,000 prior to the dissolution of the firm and claims that \$4,000 of that sum has not been accounted for by Mr. Cupp.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL.B., of the Chicago Bar.]

Unjust Discrimination.

The United States Circuit Court of Appeals, eighth circuit, says, on the appeal of the Union Pacific Railroad Co. vs. Updike Grain Co. and others, 178 Federal Reporter, 223, that the tariffs of the Union Pacific Railroad Co. offered compensation for elevation of grain in transit on condition that cars delivered by it loaded to elevators or connecting lines should be returned to it empty within 48 hours after their delivery. The rules which governed the switching and disposition of cars provided that foreign cars, and cars belonging to the companies which had a direct connection with the switching territory, should be delivered or sent to their owners so that the complainants who were the owners of elevators upon railroad tracks other than those of the Union Pacific Co. could not possibly return such cars to that company after they were unloaded, while Peavey & Co., which had an elevator upon the tracks of the Union Pacific Co., could and did deliver such cars back to that company immediately after they were unloaded, and the Union Pacific Co. paid it compensation for elevating the grain unloaded from these cars, while it refused to pay complainants any compensation for unloading cars of like character. This course of proceeding wrought an unjust discrimination against and an undue prejudice to the complainants which entitled them to recover damages in reparation.

The complainants returned, more than 48 hours after their delivery to connecting lines, certain cars, and the Union Pacific Co. refused to pay them compensation for elevating the grain out of these cars. The delay in the return of these cars was not due to the Union Pacific Co., but to companies having connecting lines to whom these cars were delivered by the Union Pacific Co. by direction of the complainants, or of consignors to the complainants, and the Union Pacific Company paid no elevation charges to Peavey & Co. on grain unloaded from cars which were not returned to the Union Pacific Company within 48 hours. There was no unjust discrimination or undue prejudice in this course of proceedings and the complainants were not entitled to any damages because they received no compensation for elevation services in connection with such cars.

Bids for from 500,000 to 4,000,000 grain bags have been advertised for by the Farmers' Union of Washington, the bids to be in by December 17.

COMMISSION

M. B. Jones & Co., New York, now handle mill feed and screenings as well as grain.

Peter Henderson has been expelled from the New York Produce Exchange for uncommercial conduct.

The entire central grain trade "smoked up" with Bert A. Boyd of Indianapolis, Ind., during the holidays.

Henry H. Freeman & Co. has succeeded Freeman Bros. & Co., the well known dealers in hay and grain on the Chicago Board of Trade.

The Crumbaugh-Kuehn Co. of Toledo, Ohio, remembered their friends during the holidays by the presentation of a combined desk weight and mirror.

The G. V. Fisher Grain Co. of Kansas City, Mo., has been incorporated by Charles V. Fisher, Blanche M. Fisher, John F. Parker and others, with a capital stock of \$40,000.

The O. G. Spann Grain Co. has been incorporated at Buffalo, N. Y., with a capital stock of \$20,000. Otto G. Spann, Henry J. Wilkes and Charles T. Doorty are the directors.

Geo. S. Schaeffer, grain dealer of Dayton, Ohio, mailed a very attractive calendar in January with a reproduction of the picture "Song of the Wind" from an original photograph.

The Reynolds Grain Company has been incorporated at Port Arthur, Tex., with a capital stock of \$25,000. The incorporators are J. C. Reynolds, W. S. Tyner and J. W. Williams.

McCord & Kelley, dealers in grain and hay at Columbus, Ohio, mailed during the holidays, with their compliments, a leather bill book and accident insurance policy good one year from date of issuance.

Finley Barrell & Co., of Chicago, announce the admission of four new general partners in their firm since the first of the year, Frederick C. Aldrich, Eugene R. Pike, Benjamin Black and William E. White.

Pope & Eckhardt Co., of the Western Union Building, Chicago, wished the compliments of the season to their friends and patrons in an engraved letter following an embossed representation of golden ears of corn.

The Oklahoma Grain & Flour Co. has been organized at Oklahoma City, Okla., for the purpose of handling all kinds of grain, seeds, hay, mill feeds, cotton seed, etc. C. W. Binkley is manager of the business.

The Merchants' Grain Co. of Chicago has sent out a number of blotting pads the past year and one for January carries a calendar for 1911. The volume of business of this firm has increased very rapidly during the past few years under the presidency and management of Luverne A. Lewellyn.

H. I. Baldwin & Co., who in their advertising literature have made their ear of corn famous with its inscription "our bids are good ones," have put it out in a more substantial form in a handsome metal paper weight. It was sent to their friends and patrons as a holiday remembrance.

King, Farnum & Co. of Chicago took over the office, business and good will of John H. Wrenn & Co., Chicago, on January 1. The three members of the Wrenn firm will retire from business. John H. Wrenn, head of the firm, whose health has not been good, will devote his time principally to travel.

The grain brokerage business, which has been conducted in the Hayden-Clinton National Bank Building, Columbus, Ohio, by the Davis Commission Co. for the past two years, has been purchased by E. W. Wagner & Co., of Chicago, who will conduct same as a branch of the Chicago house in the future.

E. F. Shepard, formerly of Chagrin Falls, Ohio, has associated himself with C. G. Clark under the firm name of Shepard & Clark and offices have been opened at 2223 East Seventy-third street, Cleveland, Ohio. Mr. Clark has been manager of the Union Elevator Co. for several years past and been connected with the firm for about twenty-three years. Mr. Shepard has had about eighteen years' experience in the grain business. They will conduct a general grain business.

The Harry W. Kress Co. of Piqua, Ohio, has sent out an unusually handsome calendar for 1911 from their office in the First National Bank Building. A production of the painting "A Proud Mother," by Karl Kahler, is used and every admirer of a horse will find pleasure in the picture as it shows some pedigreed daughter of the Blue Grass state standing with head erect and showing in every expression of her almost human face the pride she feels in her offspring.

Portland, Me., in seven months of 1910 exported 5,531,123 bus. of grain against 6,525,498 in 1909. All went out by regular lines, no "tramps" have been in the trade.

TRANSPORTATION

Oklahoma dealers propose to contest the right of the carriers to enforce a rule forbidding the loading of split cars of grain.

During much of December the Chicago terminal was greatly congested and deliveries of freight were very slow and irregular.

The South Dakota Railroad Commission has been asked to adjust intra-state rates on grain to enable dealers to move grain within the state.

Milwaukee has filed a complaint with the Commerce Commission that the C. M. & St. Paul discriminates against that city as a grain distributing point in the matter of rates on grain from points in Iowa, Minnesota and South Dakota.

Illinois railroads have filed at Springfield notices of an increase of rates on various household commodities, including cereal products, in paper and cotton sacks and wooden packages, the increases being from 24½ per cent (wooden packages) to 100 per cent (paper sacks).

A complaint relative to demurrage on grain cars at Philadelphia will be heard by the Commerce Commission on Jan. 20. Dealers there contend that they are inequitably charged with a full day's demurrage for Saturday, whereas the state law recognizes one-half of the day as a legal holiday.

Freight agents have received special instructions to be extra cautious in quoting rates under the new law and not to give them in writing unless asked for. Formerly if a station agent named a rate and after a contract was duly made it was found to be erroneous, the shipper had no redress if he paid more than he ought to; but now if the agent makes a mistake the carrier is liable for damages and a fine.—*Freight.*

The Commerce Commission beginning on Dec. 27 heard the complaint of the Omaha Grain Exchange of the grain rates from South Dakota to Minneapolis. It was claimed by local dealers that South Dakota shippers are induced to send their grain by way of Minneapolis by an unfair difference between the Omaha rate and the rate to that city. They will claim a part of the South Dakota grain as a shipment could be best made through the Omaha exchange under fair conditions.

Effective January 1, the railroads operating in official classification territory, namely, east of the Mississippi and north of the Ohio rivers, where their tariffs on grain are governed as to minimum weight by official classification, make the minimum car load weight on sacked grain the same as on bulk grain, viz: barley, 56,000 lbs.; barley-oats mixture, 48,000 lbs.; buckwheat, 40,000 lbs.; corn, kafir corn, milo-maize and rye, 56,000 lbs.; oats, 40,000 lbs.; wheat, 60,000 lbs. If the marked capacity of the car is less than the prescribed minimum weight, as given above, the minimum weight will be the marked capacity of the car, but in no case less than 30,000 lbs.

The Pennsylvania R. R. has authorized its representative on the Philadelphia Commercial Exchange to issue to members of the trade bills of lading for the reshipping of loaded cars. This is looked upon by grain men as a beneficial move to the entire trade, as heretofore transactions of this nature had to be carried out exclusively at Broad Street Station. Under the new system the representative on the Exchange can issue orders within a few minutes for the reshipping of a car. It will also protect grain brokers to the extent that those to whom they sell will be unable to learn the identity of the original shipper, as under the new system the bill of lading will contain at Philadelphia the name of the dealer, and not that of the person from whom the shipment was originally purchased.

A most interesting hearing by the Commerce Commission was conducted in Chicago on or about December 16, the question at issue being the matter of ex-lake rates to seaboard, which Chicago, Milwaukee and New York grain men contend have been so made by the railroads that they have almost driven the lake carriers of grain out of business. Mr. Marcy of Armour & Co., testified that [the late] "Capt. Grammer, one of my railroad friends, told me that before he got through he was going to bottle up the lake and put it out of business so as to force the traffic to move all-rail. That practically has been brought about now." "The railroads want the business and simply put up the ex-lake rates as a barrier against the lake transportation," said Capt. Sullivan, a Chicago boat owner, who added that one house that formerly shipped from 1,500,000 to 3,000,000 bushels of oats a year by boat up to 1907 had told him conditions had made it cheaper to ship all-rail than by water, and had given the boats no business since. Lake rates, he said, had been reduced by the expenditure of \$110,000,000 by the government for improvements on the lakes and had been forced still lower to a point where they were not remunerative because it was necessary to offset the advances in ex-lake rates. A Buffalo lake cap-

tain gave similar testimony. Mr. G. E. Peirce, an elevator manager of Buffalo, declared the grain business received by water from Chicago had steadily decreased since 1898, as the ex-lake rates had been advanced, depriving 30,000,000 people in the East of the cheaper water transportation. The question before the Commission is the readjustment of these rates to enable Chicago to enjoy the advantages of her water route to Buffalo. The Eastern exchanges, other than the New York Produce Exchange, oppose Chicago's contentions.

I. C. C. OPINIONS.

In *R. Prahlow v. Ind. Har. Belt. R. R. Co. et al.*, Op. 1432, decided Dec. 5, 1910, the Commission per Knapp held: "Inasmuch as the record does not disclose a through rate in excess of the combination of locals, nor a base of misrouting, complainant's contention that the rates exacted were unreasonable is not sustained."

In *Henry A. Klyce Co. v. I. C. R. R. Co. et al.*, the Commission per Clark held: "When bankruptcy proceedings discontinued operation of a milling plant that was using a transit privilege, it developed that there were on hand large numbers of inbound expense bills and practically no corresponding tonnage of grain or grain products entitled to transit rates. *Held*, That such old expense bills were worthless for reshipping purposes in connection with tonnage that moved into the plant after complainant had resumed business at the same plant, first as a lessee and later as a corporation. *Held also*, That complainant is entitled to use for transit purposes inbound expense bills representing grain moved into the plant subsequent to resumption of business under lease, and to reparation on certain shipments in connection with which confusion as to the proper manner of surrender of expense bills was contributed to by both defendant and complainant."

CARRIER'S LIABILITY.*

An important and interesting question regarding the extent of carriers' liability for loss or damage of consigned merchandise has been submitted to the association by certain of its members. The point at issue is whether, in case of loss in transit of consigned goods, the carrier is liable for the market value at the point of shipment or at point of delivery.

In numerous recent cases several of the carrier lines reaching New York have contended that settlement for loss should be made on the basis of market value at point of shipment, and have refused settlement unless this basis were conceded. This contention rests upon a clause to that effect, appended to the uniform bill of lading now in use. The legal validity of that provision is open to question, inasmuch as the shipper under the common law is entitled to recover for such damages as he may prove, and this right cannot be restricted by the terms of a receipt or bill of lading unless the freight rate made has been made in consideration of such restriction.

Upon the other hand, the consignees contend that the merchandise in question is not placed on sale at point of origin; that there is no market for it there and consequently there are no sales that would fix a local market value; and that the market value is that determined by the sales at the point where the merchandise is first offered for sale, namely, the point of delivery. This contention applies particularly to shipments of country produce, grown in the South or West, and shipped by the producers to commission merchants for sale in New York. In such cases the shipper receives for his merchandise, when sold, the market price prevailing in New York, but subject to deduction for freight, cartage and commission.

The objecting railroads contend that the amount paid by them should exclude the amount of these expense items which are included in the New York market price. The commission merchants, who are also the consignees, contend, on the other hand, that the railroads have no right to make any deductions from the market price except for freight and cartage, and that in any case the commission merchant has a proprietary right in the proceeds by reason of advance payments upon the shipment, interest charges, clerical service, service in settlement of claim against the carrier, and other expenses incident to the account.

The dispute has resulted in a condition that is oppressive both to shippers and consignees. Formerly claims of this nature were settled through the carrier which should have made the delivery. Some of the New York lines now refuse to undertake the adjustment of claims unless commissions are deducted, and require consignees to make their claims direct upon the lines where the shipments originated. This involves much delay, burdensome correspondence, and usually a resort to an attorney's services, with accompanying costs, and in general places the claimant at much disadvantage, for it effectually precludes a prompt settlement.

*From published proceedings of The New York Merchants' Association.

This keeps the commission merchant out of the use of any money he may have advanced upon the shipment and keeps from the shipper the balance due him on the transaction.

A good deal of ill feeling has developed in consequence. While carriers affect to deny the justice of the commission merchants' contention, they have in fact recognized its soundness by making numerous settlements at full New York market price, but in every case only after the preliminary steps to a suit against the initial carrier had been begun. The attitude of the carriers in effect forces the commission merchants either to make a settlement which imposes a loss upon them, or as an alternative to incur the expense of attorneys' fees. The Merchants' Association has been requested to take the matter up with the officials of the Eastern railroads and to endeavor to secure formal recognition by the railroads of the basis of settlement contended for by the commission men—that basis having already been conceded whenever suit has been brought.

INITIAL CARRIER LIABLE FOR LOSS.

The Carmack amendment to the commerce law, making the initial carrier liable for loss of interstate shipments during transportation, not only on its lines, but also those of connecting lines, has been declared to be constitutional by the Supreme Court of the United States. A stubborn fight was made against the amendment as a radical departure in rate legislation.

The constitutionality of this amendment to the Hepburn rate law, enacted by Congress in 1906, was attacked by several railroads on two broad grounds. One was that it interfered with the liberty of contract, not only of carriers but of shippers. The other was that it imposed liability upon the railroad company which was the initial carrier for loss on connecting lines when the former had no part in the management of the latter nor any control over them. In effect it was said that the initial carrier was made responsible for other companies' wrongs. The decision was read by Justice Lurton.

LONG AND SHORT HAUL RULING.

In a report filed on Dec. 20, the Commerce Commission construed the long and short haul provision of the commerce act, particularly as it affects export and import freight rates. The Commission say:

"That inland export and import rates are subject to the provisions of the act and within the jurisdiction of the Commission.

"That the fourth section of the amended act forbids carriers subject thereto, without authority from the Commission, in accordance with said section, to charge more for the transportation of a like kind of export or import traffic for a shorter than for a longer haul over the same line in the same direction; that is, as we understand the law, the validity of a rate under this section is determined by comparison of an export rate with an export rate, or an import rate with an import rate.

"So far as the fourth section is concerned, carriers are not required in the first instance to establish export and import rates which shall be measured and limited by domestic interstate rates between the same points of origin and destination in the United States; but as export and import rates, as well as domestic interstate rates, are subject to the provisions of the act and the jurisdiction of the Commission, it is clear that the reasonableness of any of these rates, under the provisions of section 1, and questions of discrimination under the third section, may all be considered, and the commission may condemn any discrimination in export and import rates, upon comparison with those applicable on domestic interstate traffic, to the extent that the same may be found unjust or unreasonable in any particular case upon investigation and full hearing."

Steve O'Donnell of Gallatin Valley, Mont., challenges the world on oat yield. He had 70 acres of oats, which produced 130 bushels to the acre, which averaged 43 pounds to the bushel. This productive land is eight miles southwest of Bozeman, Mont.

Bristol, England, in the fiscal year ending in 1910 imported 27,677,448 bus. of grain against 26,173,816 in 1909; but the imports of flour and meal fell from 66,162 tons in 1900 to 26,115 tons in 1910—a statement that indicates the enlarged capacity of mills in the Bristol-Avonmouth district.

W. M. Martin, of Regina, Sask., has filed notice in the House of Commons, at Ottawa, that he will move that "in the opinion of this house, in view of the investigations recently made by the government into the conditions existing in terminal elevators at Fort William and Port Arthur, and in view of the disclosures as a result of such investigations, it is in the interests of Western grain producers of Canada generally that such measures be adopted by the government as will more effectually prevent improper admixture of grain delivered to several terminal elevators and transfer elevators through which grain of Western provinces pass."

CROP REPORTS

The harvest in Argentine is disappointing, it being estimated that the surplus will be only 100,000,000 bushels.

The December state report of Oklahoma makes the acreage sown 94.4 per cent of that sown last year, or about 1,303,000 acres.

In 1910 the wheat crop of Russia amounted to 773,247,400 bushels, slightly behind that of 1909, which reached 787,084,000 bushels.

The total area of field crops in Canada this year is placed at 32,711,062 acres of which wheat, oats and barley took up 20,992,900 acres.

Great hopes are entertained for the wheat crop in Washington during the coming year. The rain and snow have kept the ground in splendid condition.

The Ohio report makes the present wheat condition 92 per cent and gives the amount of crop of 1910 as 105,000,000 bushels. The government makes it about 144,500,000 bushels.

Minnesota leads all the states in her wheat production, the crop for 1910 amounting to 94,080,000 bushels, the exact amount given by the Department of Agriculture in its estimate for 1909.

Reports come from Pennsylvania that the heavy and frequent snows of the winter are protecting the grain crop from freezing as in former years, and therefore the coming crop should be large.

The wheat condition of Illinois for December according to the state report is 85, the government making it 82. Wheat has been damaged by the Hessian fly and retarded by lack of moisture this year.

Winter wheat in Colorado averaged 24 bushels to the acre, oats 39.1. Spring wheat averaged 21.9 bushels, as against an average of 11.7 for the entire country, corn yielded 19.9 bushels per acre and barley 32 bushels.

The January crop report for Michigan states that wheat has been well protected and has suffered no injury. Farmers have marketed 520,000 bushels of wheat during December as against 313,000 bushels a year ago.

The Missouri State Board of Agriculture says the corn yield of that state for 1910 was 252,472,100 bushels, being an average yield of 32.4 bushels per acre. Wheat yielded 22,001,890 bushels, an average of 13.2 bushels, while oats are placed at 25,071,115 bushels as against 18,808,576 bushels in 1909; average yield, 33.2 bushels.

According to the Indiana Bureau of Statistics the 3,434,825 acres of wheat in 1910 yielded 54,490,255 bushels, corn yielded 218,366,140 bushels from the 6,578,602 acres planted. From the 2,862,690 acres of oats, 57,111,788 bushels were harvested, 138,761 acres of rye produced 1,768,916 bushels, while 25,880 acres of barley yielded 462,196 bushels.

The annual report of the Department of Agriculture of the province of Manitoba for December places the acreage of wheat in 1910 at 2,962,187, with an average of 13.47 bushels per acre or a total of 39,916,391 bushels. Oats averaged 28.7 bushels per acre for the 1,486,436 acres planted, making a total of 42,647,766 bushels. The total production of barley was 12,960,038 bushels, averaging 20.75 bushels per acre for the 624,644 acres planted.

GOVERNMENT AND STATE ACREAGE DIFFERENCES.

The Government and the several state crop reports on the total crop of corn for 1910 present some striking differences, says the Chicago correspondent of the New York Evening Post. These are worth comparing. "Taking the four states, Illinois, Ohio, Indiana and Missouri," says the writer named, "there was produced in 1910 an aggregate of 1,029,000,000 bushels, according to the Government report; the state reports make the crop of those states 856,000,000 bushels, or 173,000,000 bushels less than that named by the Government.

"For Illinois alone there is a difference of 132,000,000 bushels, the state report showing 3,750,000 acres less than the Government. At the same time the yield per acre as given by the state report is 41 bushels, or two bushels more than given by the Government. Were this to be applied to the Government acreage it would indicate a crop of 435,000,000 bushels, or 22,000,000 bushels more than the Government names.

"The Ohio state report gives 105,000,000 bushels, or 39,000,000 bushels less than the government; Missouri has 18,000,000 bushels less. For Indiana, however, there are about 18,000,000 bushels more claimed by the state than credited by the Government. Were the Kansas report to be considered, there is a difference of 190,000,000 bushels less corn for the five states than the Government estimates.

"This is due to the difference in acreage. Indiana is the only state which shows a larger acreage

than the Government, the gain being 1,468,000 acres. In Missouri the decrease is 566,000 acres, and in Kansas it is 323,000 acres. This vast difference between the state and the Government yields is due largely to faulty methods in compiling, which are continued year after year. An attempt to have the Government and state officials get together and compare notes and adjust the wide difference was made last year. Some men in the grain trade regarded it as a necessity, but it met with a prompt refusal on the part of the officials of the Department of Agriculture at Washington, who declined to consider the state reports in any way. The trade is disposed to take the Government figures as the better authority, but at the same time the great differences cannot but help to create suspicion in the minds of the trade that there is something wrong with one or both of the reports, but they are unable to determine where the difference is."

THE GOVERNMENT REPORT.

The final estimates of the Crop Report indicate the harvested acreage, production, and value of the important farm crops of the United States, in 1910, and 1909 to have been as follows:

Crops.	Acreage. Acres.	Production. Bushels.*
Corn, 1910	114,002,000	3,125,713,000
Corn, 1909	108,771,000	2,772,376,000
Winter wheat, 1910	29,427,000	464,044,000
Winter wheat, 1909	28,330,000	446,366,000
Spring wheat, 1910	19,778,000	231,399,000
Spring wheat, 1909	18,393,000	290,823,000
All wheat, 1909	49,205,000	695,443,000
All wheat, 1909	46,723,000	737,189,000
Oats, 1910	35,288,000	1,126,765,000
Oats, 1909	33,204,000	1,007,353,000
Barley, 1910	7,257,000	162,227,000
Barley, 1909	7,011,000	170,284,000
Rye, 1910	2,028,000	33,039,000
Rye, 1909	2,006,000	32,239,000
Buckwheat, 1910	826,000	17,239,000
Buckwheat, 1909	834,000	17,438,000
Flaxseed, 1910	2,916,000	14,116,000
Flaxseed, 1909	2,742,000	25,856,000
Rice, 1910	722,800	†24,510,000
Rice, 1909	720,225	24,368,000
Hay, 1910	45,691,000	†60,978,000
Hay, 1909	45,744,000	†64,938

*Bushels of weight. †Tons. ‡Equivalent to 5,930,000 bags of 186 pounds, average weight.

TRANSPORTATION TREATY.

Secretary Knox of the State Department on December 31 made public the terms of a proposed treaty with Canada, having for its object the creation of an International Commerce Commission. The negotiations were conducted by Judge Martin A. Knapp, late of the Commerce Commission, and Judge J. P. Mabie, chairman of the Railway Commission of Canada. The essential features of the report are as follows:

It is quite apparent that the existing laws of the United States and of Canada are inadequate for the effective control of international carriers, as respects through rates and the establishment of through routes and other matters which are proper subjects of joint regulation, and that such regulation would be mutually advantageous to the interests of both countries.

It is equally plain that the regulation to which international carriers should be subjected is substantially similar to that provided for interstate carriers of the United States under the substantive provisions of the amended act to regulate commerce, as the same are defined and summarized in a draft of a proposed treaty between the United States and Canada which is annexed hereto and made a part of the report.

The intended effect of such a treaty would be to subject international carriers, within the limits outlined, to obligations and requirements corresponding to those now imposed upon the interstate carriers of this country.

To accomplish the desired result a treaty between the two countries would be preferable to concurrent legislation, and a draft of the substantial provisions of a proposed treaty omitting the formal parts, is appended hereto and submitted for your consideration.

As will be seen, this proposed treaty provides for a tribunal to enforce and administer its provisions, to be known as the International Commerce Commission, and which shall consist of four

members, namely, the chairman of the Interstate Commerce Commission and the Chief Commissioner of the Board of Railway Commissioners for Canada, for the time being, a member of the Interstate Commerce Commission to be appointed by the President of the United States, and a member of the Board of Railway Commissioners for Canada to be appointed by the Governor General of Canada in council.

The powers conferred upon and authority given to this commission in respect of international carriers would correspond, to the extent indicated, to those exercised by the Interstate Commerce Commission in respect of interstate carriers within the United States.

International carriers by water between the United States and Canada would not be subjected to the provisions of such a treaty, except when and to the extent that they unite with rail carriers in either country in forming through water and rail, or rail and water routes.

The provisions of such a treaty should apply to telegraph, telephone and express companies, and such companies should be subject as respects their international business to the authority of the International Commerce Commission.

Two features of the proposed treaty are notable. They provide that claims for reparation shall not be heard by the International Commission and that that body shall not prosecute criminal proceedings against shippers or carriers.

It is the purpose of Secretary Knox to submit the treaty to the Senate at an early date, with a recommendation that it be ratified at the present session of Congress.

CHANGES IN THE CROP REPORT.

The annual report of the Chief of the Bureau of Statistics of the Agricultural Department appears in the Crop Reporter for December. The report covers the work of the year, which may here be passed over, but the announcement of the Bureau's plan for the year 1911 (to June 30) will be interesting. The report says:

During the current year ending June 30, 1911, certain improvements in plans and methods are contemplated which, it is believed, will add materially to the value of our monthly crop estimates. Among the more important may be mentioned an intended increase in the number of crops for which quantitative estimates are made. As many additional crops, now classed as "minor crops," but which are of great and growing importance, as our means and facilities will permit, will be added to the existing list of leading crops regarding which annual estimates of acreage and yield are published. The particular crops to be thus dealt with will be determined as soon as the results of the federal census, now in process of compilation, are available.

Another feature is contemplated, namely, quantitative interpretations of crop-condition estimates of important crops, made by the Crop Reporting Board, from month to month, during the growing season; that is, the figures representing the condition of each growing crop dealt with will be promulgated monthly, as in the past, and in addition, the quantity or volume of the year's final production, as indicated by the condition figures, will be stated, thus enabling all interested in our reports to realize their full import and meaning.

The most important matter to be attended to in connection with the Bureau's domestic crop reports will be taken up as soon and as rapidly as the results of the census agricultural enumerations are available, which, it is believed, will be by or before the month of March, 1911. The census results showing the total acreage and production of each crop in each state for the crop year 1909 will be used in adjusting the estimates of the Bureau relating thereto, so as to conform to census figures; and the acreage figures for 1910 will also be revised by applying the reported percentage of increase or decrease for each crop to the corrected figures for 1909. Thus we shall have new bases for our annual estimates, which will remain unchanged until the next national agricultural census is made.

Our last annual report referred to the urgent necessity for personal supervision, inspection, and instruction of state statistical agents and special field agents. With the beginning of the current fiscal year this work has been carried on in a systematic manner. Each state statistical agent and special field agent is visited by an official of the Bureau, who is thoroughly familiar with all requirements pertaining to the collection of information regarding crop acreages, conditions, and yields, and who possesses comprehensive knowledge of agricultural statistical methods; the agents' records and methods are carefully examined, and proper instructions given when necessary. These inspections have a stimulating influence upon the agents, and will certainly result in raising the standard of accuracy and efficiency of our salaried employees whose duties are performed away from Washington.

FIELD SEEDS

The new seed warehouses and offices of the Wal-dron Seed Co. of Waterloo, Ia., are now in use.

The National Corn Show at Columbus, O., will begin on January 31 and continue until February 11.

The annual Corn Show and short course at Urbana, Ill., will begin on January 16 and continue for two weeks.

The Purina Mills of St. Louis has begun buying milo maize, thus making the first cash market for that crop the Oklahoma growers ever had.

The Shenandoah Seed Co. of Shenandoah, Ia., has been incorporated with capital stock of \$10,000. The incorporators are Henry Field and H. E. Eaton.

The total attendance at the Iowa Corn Exposition at Des Moines in December was about 30,000; 4,500 had membership tickets, the others paid the daily admission fee.

Geo. W. Paul & Son, at Lehigh, Ia., who have sold their grain and seeds business to a farmers' company, say "We have enjoyed reading your magazine in the years gone by."

The best 10 ears of white corn at the show at Savannah, Mo., sold on Dec. 17 for \$50; several ears of other white prize winners sold for \$5 each, while the prize bushel of shelled corn sold for \$55.

C. P. Coy & Son, Waterloo, Ia., have completed a corn house to be devoted exclusively to receiving and cleaning seed corn. It is equipped with new and improved machinery for carrying on the work.

Early next spring the State Board of Agriculture of Missouri will send a seed distributing train through the state over the 'Frisco System, when the farmers will be given the privilege of buying one quart of selected seed corn for 10c.

The Far Corn Seed Co has been organized at Mason City, Ill., with L. K. Ellsberry as manager. He is a practical seed corn breeder and a graduate of the University of Illinois; a life member of the Illinois Corn Growers' Association and one of the fifty who hold life certificates as expert seed corn judges.

Prices realized at the Iowa Corn Show in December were \$3.75 for 10 ears in Virginia (southern) and \$3.50 for 10 ears of eleventh district. The second prize winners, 10 ears, sold for more money, to wit, in southern district, for \$5, and in District 12 for \$5.50. One ear of the sweepstakes Class B, southern district, sold for \$2.

The new way of drying the seed corn on racks has given work to many more men in the seed corn houses. Men who do not thoroughly understand about sorting and picking out the seed corn can be used to place the ears on the racks and fix it for curing. By this new method nearly every grain of corn on the ear will go through the season and will have a strong, healthy germ.

The best seed corn at the "Short Course" at Maquoketa, Ia., sold on Dec. 24 for about \$40 per bu. The best 25-ear lot commanded \$15 and the finest 10-ear corn brought \$12.50. As high as \$5 and \$7 was paid for some of the best single ear corn. The oats, wheat and barley commanded as much as \$2 and \$3 per peck. The seed was all tested for vitality before any prizes were awarded on the exhibited seeds.

James D. Seay of Tecumseh, Okl., says that his average yield of Mexomer June corn last year was 60 bu. to the acre, "and I estimated that the yield this year would be 80 bu. At harvest I gathered more than 80 bushels from an acre, but the average yield will not exceed 70 bu." This was, however, the yield after one of the severest droughts in the state's history with but 5.02 in. of rain from June 1 to Aug. 18.

The Ft. Collins, Colo., Agricultural Station is going to supply Colorado growers with experimental lots of Grimm alfalfa seed from Minnesota. It is a condition attached to a supply of seed that it shall be planted in rows to make it go as far as possible and that the plant shall be grown for the seed only at present. Six years' tests have demonstrated that the Grimm alfalfa is immune from winter kill; grows more thickly on the stem and gives a finer leaf; is more valuable for sheep feeding, and produces more seed than the varieties of alfalfa grown at present in Colorado.

In explanation of his statement to a Toledo Blade reporter that "practically no corn from Ohio, Indiana or Michigan of 1910 crop will grade contract before next summer," Inspector Culver of Toledo says: "Ohio will never be certain of its corn crop until varieties are planted that will mature in little more than 90 days. Any of the 120 day kinds may ripen once in a while under ideal conditions, but experience has shown that the climate of Ohio is not suited as a rule to the long time varieties raised successfully further west. Farmers who have planted any of the 90 day breeds are well satisfied but they are almost a negligible quantity compared

with those who still stick to the old Leaming and other large but slowly ripening kinds."

CLOVER SEED VIEWS.

Crunbaugh Kuehn Co., Toledo, say that a caller from Hamburg speaking of the clover seed situation in Europe repeated the general testimony that early expectations of a large crop had not been realized.

A Minnesota farmer writes King Co., Toledo, that practically no seed is being offered in the Northwest, which will have to depend on other sections of the country for a supply of seed. "We recently got some seed from Canada, at prices which were attractive, also European seed. We note that the receipts of European seed in New York have been quite heavy the past week, and it is our candid opinion that they will continue to be heavy for the next four or probably five weeks. Undoubtedly a large amount of medium grade seed will be brought over here, as conditions in certain parts of Europe favor purchases there. We think high values will be main-

and fence-rows as weeds, and it would supply the bees with abundant pasture. It might be objected to and termed a weed; but it is no more a weed than the other clovers; and if it is, it is a very valuable one.

"I am satisfied that sweet-clover seed will be in demand in a few years, and the seed-dealers will be compelled to carry it in stock, owing to the increased acreage and its popularity as a valuable plant of many uses to the farmer, stockman and bee-keeper. In classing sweet clover, I think it takes second place to alfalfa, with the other clovers following."

[Ky. Exp. Sta., Bulletin No. 148.]

A NEW SEED TESTING APPARATUS.

BY H. GARMAN,

Entomologist and Botanist of the Station.

After testing many different trays, of glass, metal, and plaster, for the germination of small field seeds, with which we are chiefly concerned, we have finally



Fig. 1.—A, a tray with twenty-eight jelly tumblers each with a seed sample being tested for germination; B, a single glass, shown as fitted for testing seeds; C, a tumbler with the other accessories separated from it; D, the candle wick; E, candle glass; F, disc of blotting paper bearing seeds; G, watch glass used as a cover.

tained on the very best qualities of red clover, but we see little in the situation to warrant the present high prices being sustained on the medium grades."

London Corn Circular says: "Fair crop of English red has been saved. Frost will expose the situation. Present moist weather will hurt quality. Bountiful crop of French red offering steadily, but there is good, broad demand for it. Russia has fair crop, but Germany's short crop creates a good demand for it. Hungarian crop fair."

SWEET CLOVER.

Sweet clover seems to be coming to its own, and seed is said this winter to be quite scarce. Aside from its value as a soil renewer, after the manner of clovers, and as a bee pasture, the plant, itself long classed among the noxious weeds, is now recommended as a weed eradicator.

"Its value to the farmer as a noxious-weed eradicator deserves mention," says a writer in the Country Gentleman. "During June, 1906, I sowed 10 lbs. of sweet-clover seed on a plot of ground of about an acre and a half, which contained Canada thistles. The plot was not plowed, the seed being sown simply on the sod. In due time the plants appeared and grew luxuriantly in spite of the drouth which overtook it. It has been left standing, and allowed to reseed itself annually, until now it has become an impenetrable mass, having attained a height of from seven to nine feet on an average. This luxuriant growth has almost entirely choked out every Canadian thistle and other weed."

"I think farmers would do well if they would make use of their waste places and fence-rows which are infested with weeds, to sow sweet clover and allow it to reseed itself and choke out the weeds. It might just as well be growing in waste places

adopted two receptacles that give as good results as any we have tried.

Ordinary four and a half inch Petri dishes are used for some of the tests, the seeds being placed between discs of blue blotting paper in some cases; in others, between two discs of cloth with a layer of sand beneath and another above. These dishes have several advantages over some other receptacles used. The covers fit over the dishes, so that they are not displaced in handling; the moisture is retained as completely as is desirable; they may be placed three or four in a stack, thus economizing space; and when a number of these stacks are placed side by side in a wooden tray or flat, all may be handled at one time without disarranging any of them. The sunlight may be kept away by the simple expedient of inverting a second tray over the one containing them.

Kept thus in a hothouse, the germinating seeds are subject to the conditions most favorable to their development. The alternating temperature considered desirable for blue-grass and some other seeds is obtained to perfection by this means, and results obtained by us compared with those secured by the most perfect of other methods indicate that in the matter of accuracy of results, the procedure here outlined will give the truth with reference to the viability of seeds about as well as it can be secured by any, except an actual test by sowing.

For blue-grass and numerous other small seeds, we are now using very largely, and with excellent results, an ordinary plain glass jelly tumbler, on the top of which is placed a bobèche or candle-drip glass, this in turn with a disc of blue blotting paper bearing the seeds, and this again covered by a plain three-inch watch glass. Water in the tumbler is brought up to the blotting paper, on which the seeds are placed, by a piece of candle wick, the

two extremities of which are passed through the round opening in the bottom of the candle glass and spread out on its upper surface beneath the blotting paper. By filling the tumbler two-thirds full of water when starting the test, no further attention is required, beyond counting and removing the germinating seeds, until the end of the test. Twenty-eight of these tumblers with their complements of seeds may be placed side by side in one of the wooden trays used by us for hothouse work. When in use, they are placed in the hothouse and covered by a second tray, inverted over the other, to exclude the sun, for it must be remembered that the heat from direct sunlight allowed to concentrate within the glass vessel will become so intense as to cook the seeds.

The advantages of this method of handling the seeds are the following: (1) The whole tray may be carried about conveniently without slopping the water over its edges, as is likely to be the case when water for all the tests is contained in a metal tray. (2) Each test is completely independent, and can be removed to a table or desk at any time for inspection, without dragging the candle wick out of the water. (3) The glassware may be sterilized in an autoclave, in case molds have appeared and seem likely to make trouble. (4) The watch glasses are sufficiently low to permit one to see just what a lot of seeds is doing, may be easily removed and returned, and give no trouble by drawing up an excess of moisture.

A single outfit complete, consisting of tumbler, wick, candle glass, and watch glass, ought to cost 8 to 10 cents, according to the quantities of each, bought at one time.

One of the most laborious tasks involved in testing seeds for purity results from the difficulty of removing every one of the small foreign seeds and the inert matter from the pure seeds. At first we adopted the bellows-blower worked by the foot, commonly employed in laboratories in getting an intense heat for burning organic matter from substances being analyzed. The air-blast obtained by this apparatus is not as completely under control as is desirable for nice work, a steady flow of air being wanted that may be varied to suit the weight of different materials to be removed from a sample. Our first change from the old apparatus was that of connecting with a compressed air motor operated by electricity in the basement, and already in use in the chemical laboratory. The difficulty of controlling the pressure nicely still remained, but was overcome by Mr. Vaughn of the division, who introduced a mercury gauge registering a couple of pounds of pressure. With this gauge it is possible to determine the pressure needed to remove impurities from the different seeds and afterward make use of the same pressure for all samples of one sort. The worker is thus not likely to leave in a part of several samples under comparison impurities that are removed from others.

MAINE SEED IMPROVEMENT ASSOCIATION.

The annual meeting of the Maine Seed Improvement Association was held at Augusta in December; and the officers were able to report distinct progress during the year. Sec'y L. S. Merrill of Orono reported on the work of the year, concluding by saying:

"We are now progressed far enough to know that the success of the association is secure, providing we continue our work on safe lines. The secretary is, however, convinced that, so far as the breeding of seed and its sale for seed purposes is concerned, the direction of such work as that ought to be placed with a permanent committee so that the policy of the association, so far as it relates to such members as engage in the business of breeding and selling seeds of various kinds, would not be liable to change from year to year. There most certainly should be some plan devised whereby the member who desire to engage in the business of breeding and selling seed should register as a seed breeder with the secretary of the association and that his farm operations should be under the supervision of some person appointed by the association so that the association would be in a position to guarantee the seed produced by each member.

"We must not gain the idea that all of the seed grown by the members of this association is fit for seed purposes or that it should receive the endorsement of the association.

"Most of our members would undoubtedly never care to be registered as seed growers. They are interested in the proposition of improving the per acre yield of the crops upon their own farms. Perhaps, they desire to obtain superior strains of seed but would not care to enter into the growing of seed as a commercial proposition.

"Therefore, the secretary favors an amendment to the constitution of the association that will provide for the appointment of a permanent committee, which shall be made up of men who have been trained in the science of seed breeding, and to whom shall be given the entire direction of the seed breeding work of the association. The secretary does not understand that this would preclude the carrying on of demonstration plots, same as has

been done during the past year. The directions or the requirements which the seed breeder would be obliged to meet, of course, in order to be registered with the association, would necessarily be established by this committee. Such a plan would only be in line with that already adopted by some of the great seed breeding associations and centers.

"Reference to the work done by the Wisconsin Experimental Association, the one from which the form of organization of our own association was copied very largely, reveals the fact that they have had, during the past several years, serious complaints from purchasers of seed that some at least of their members were distributing seed of inferior quality, and at the last annual meeting of that association a trial committee was appointed to investigate the complaints and to recommend action to the association."

The greater part of the session was devoted to the discussion and adoption of amendments to the constitution of the association for the purpose of preventing the selling by the members of inferior seeds bearing the tag of purity and merit of the association.

RUSSIA'S FLAXSEED CROP.

Flax in Russia in 1907 (last official figures) covered 40,500,000 acres and the seed exportation reached 114,692 metric tons with a value of \$5,400,000. Cake exports reached 163,800 tons.

In Russia the fibre has a large value and in 1907 reached 254,000 metric tons out of a world's reported total of 393,234. The fibre is of low grade, but is well adapted for the manufacture of middle-grade goods.

The industry has never been assisted by the government, nevertheless it occupies a prominent place in the rural economy of the Empire. As is universally the case, it would seem, repeated cropping to flax has debilitated the land, so that the Russian yield per dessiatine (2.7 acres) is only 612 pounds, while on the same area it is 1,296 pounds in Prussia, 1,332 pounds in Ireland, 1,440 pounds in Belgium, and 2,088 pounds in France. With this falling off in the yield, the quality of the product deteriorates; hence the Russian spinning mills are obliged to import flax for the finest counts.

Then, too, Russian landlords, like the land owners in America, are opposed to the use of their lands for growing flax, in the belief that flax is "hard on the land" and that it makes it "foul." So it happens that in Livonia the leases contain the condition that only one-tenth of the area plowed should be used for the growing of flax, by which not only the giving out of the soil but the deterioration of the same was avoided.

"The Russian flax industrialists are, therefore, greatly worried about their future," says a St. Petersburg paper. "And even the attention of foreign countries has been drawn to the prevailing conditions. Little, however, can be done to remedy these defects, for the reason that a soil which has become sterile can only be made fertile again after a prolonged rest and proper cultivation. The districts which have heretofore grown flax will have to discontinue to do so, and with the development of the country's agricultural pursuits other products will take its place.

PROF. BUFFUM'S EMMER.

Prof. B. C. Buffum, of the Wyoming Station at Worland, as the public now know quite well through the secular papers, has been trying out emmer, a German feed grain, as to which his latest report, among other things, says (the crop, 1910, having been 691 bus. on ten acres):—

"The first season we grew improved emmer at Worland, the winter was very dry, there being no moisture or snow until the middle of March. Last winter was the coldest and most severe ever known in this region; but observe, not a plant of the winter emmer was killed. Our last crop gave a wonderful yield under the conditions. It was grown on land which had been salt sage soil and which had produced two previous crops of barley and spring spelt, having had field peas planted with the grain the second year, but the peas made no crop. The emmer was seeded at the rate of 30 to 34 pounds of seed per acre to make as much increase as possible. There were breaks in our canal and the emmer was irrigated twice on one part of the field and three times on the other part this season. The average yield as the grain came from the thresher was 69.1 bus. per acre. There were parts of the field which doubtless yielded twice this average. Many who visited our farm while the grain was ripening pronounced it the most beautiful grain in field they had ever seen."

CORN GROWERS' ASSOCIATION.

A Northwest Missouri Corn Growers' Association has been organized at St. Joseph.

The annual meeting of the Texas Corn Growers' Association will be held at Corsicana on January 17-20. Among the speakers will be Prof. C. G. Hopkins of Illinois and Profs. G. N. Collins and J. S. Cates of the U. S. Agricultural Department.

The Ellis Drier Co.

The ELLIS METHOD

of drying grain will enable you to furnish well dried corn so natural in appearance that an expert would find difficulty in distinguishing one from the other. Corn dried by older methods is dull looking and mealy while that dried with an Ellis Drier is bright, clean, and the natural lustre retained, making it more desirable and usable for any purpose.

It's Nature's
Nearest Way

Postal Teleg. Bldg.

Chicago
U. S. A.

FIRES-CASUALTIES

A \$6,000 elevator fire occurred at Ireton, Iowa, recently, when the house of the Scrogg Elevator Co. was destroyed.

A loss of \$15,000 was incurred by a fire which destroyed the elevator of the Allen Mill & Elevator Co. at Decatur, Ill.

The Van Valkenburgh elevator at Saronville, Nebr., was burned recently. The house though fully insured will not be rebuilt.

The hay and grain plant of W. S. Fifield & Co. at Providence, R. I., was slightly damaged recently by a fire of unknown origin.

The feed and grain warehouse of the William Lewis Co. of Atlantic City, N. J., was burned on December 22 with a loss of \$10,000.

A recent fire totally destroyed the elevator at Grove City, Minn., which was owned by the Northwestern Elevator Co. of Minneapolis.

The elevator of the C. H. Beggs Live Stock Co. near Sugar City, Colo., has been destroyed by fire. The loss is \$7,000, with \$2,000 insurance.

The large elevator at Pleasant Bend, Ohio, owned by the Morrison & Thompson Co., of Kokomo, Ind., was completely destroyed by a fire recently.

Russell A. More and Carl Tuskend were killed December 14 by the collapse of the More Brothers' grain house at Fargo, N. D. The loss on the house amounts to \$10,000.

The elevator at Lenepah, Okla., which is owned by the Rea-Patterson Milling Co. of Coffeyville, Kan., burned recently, having caught fire from a blaze at the railroad station.

A fire recently destroyed the elevator of J. W. Barker at Burns, Kan., together with 5,000 to 6,000 bushels of corn, entailing a loss of \$7,000. The elevator will soon be rebuilt.

The Atlantic Elevator at Rolette, N. D., was ruined by a fire December 19. About 6,000 bushels of grain were destroyed making the loss \$14,000. The fire was caused by a hot box.

The wooden elevator in connection with the mill at Carlisle, Pa., was destroyed recently. An incendiary set fire to the plant. The elevator contained wheat worth about \$4,000.

Mark Ellis recently had his hand severely pinched by allowing it to be caught between a belt and pulley in a bean elevator at the Michigan Central freight depot in Eaton Rapids, Mich.

The McIntyre & Weir Elevator Co. of Minneapolis, Minn., recently suffered the loss of its elevator at Aurelia, N. D. It was operated by Theo. Alberts. The fire probably started from a hot box.

A large elevator at Oneonta, N. Y., was destroyed on December 23 by a fire which originated in the car barns of the Otsego & Herkimer Railroad Co. The elevator was owned by Morris Brothers.

A 10,000-bushel elevator at Cornell, Kan., owned by the Hoffman Elevator Co. of Enterprise, Kan., burned December 15. There were 4,000 bushels of grain in the elevator at the time of the fire.

B. F. Barnhart, warehouseman for the North Idaho Grain Co., Ltd., who was in charge of the elevator at Wellesley and Potlatch, Idaho, was instantly killed recently by a passenger engine.

Complete destruction of the elevator of Arthur J. Spollett at West Hampstead, N. H., was the result of a fire which originated from gasoline. The loss is \$3,500, with an insurance of only \$2,000.

A mysterious fire completely destroyed the elevator at Tasker, N. D., December 29, entailing a loss of \$3,000, partly covered by insurance. The elevator was under the management of W. E. Bryant.

On December 6 the grain and feed warehouse of Abel Brothers at Cleveland, Ohio, was destroyed by fire which probably was caused by a stove in the office. Loss on the building and contents amounts to \$10,000.

The elevators belonging to John Gazette and the Commander Milling Co. at Rice, Minn., were destroyed by fire recently with a loss of \$6,000. All attempts of the volunteer fire department proved of no avail.

The elevator of C. M. Linn of Humboldt, Nebr., located at Beaver City, burned recently. About 1,100 bushels of corn and 800 bushels of wheat were destroyed. It is believed that the elevator was struck by a meteor.

Fire in the cupola of the transfer elevator at Buffalo, N. Y., owned by the Churchill Grain & Seed Co., recently caused a loss of \$4,000. It originated from the friction of the shafting at a point 125 feet above ground.

Morse, Iowa, lost its elevator January 4 by a fire of mysterious origin which was discovered in the cupola. The elevator contained more than 1,000 bushels of oats and 200 of wheat at the time of the fire. About ten years ago the Clinton Grain Co.

erected the house which afterwards came into the possession of Mr. Linguin of Cedar Rapids. The property was valued at \$5,000 with insurance only partially covering the loss.

Isaac Bell, a grain and seed dealer of Fargo, N. D., narrowly escaped death recently when the top floor of the building where he was fell to the ground under the weight of 2,000 bushels of corn and oats.

Hay to the amount of 10,000 tons was destroyed when the Fabian-Grunauer warehouse at Tracy, Cal., burned on December 27. The loss is about \$125,000, with only partial insurance. The origin of the fire is unknown.

Madden Brothers recently lost their elevator at Delrey, Ill., by a fire which is said to have started in the engine room. The house contained between 12,000 and 15,000 bushels of oats and 3,000 bushels of corn. Insurance covers the loss.

The elevator of Shea Brothers at Blaine, Kan., burned on December 21. Gasoline, which had overflowed from a tank, caused the fire. The elevator had a capacity of 10,000 bushels and contained 2,000 bushels of corn at the time of the fire.

The plant of the Thomas Produce Co. at Merrill, Wis., was recently damaged by fire which is supposed to have been caused by a stove in the office. The office end of the building suffered most. Much damage was done to grain by the water.

Fire on December 7 caused a loss of \$5,000 on the elevator at Garrett, Ind., which is owned by Thomas Carson and leased by John Zmyslong. Eight hundred bushels of wheat contained in the building were also destroyed. The insurance amounts to \$2,600.

Fire destroyed the plant of the Western Grain Co. at Birmingham, Ala., on January 1. The cause of the fire is unknown as the plant had but recently been rebuilt after a similar fire last spring. Loss on the house will be about \$50,000, with heavy insurance.

Fire totally destroyed the elevator at Sherburn, Minn., which was formerly owned and operated by the Alliance Elevator & Milling Co. but now leased by Packard & Son. The fire occurred December 29 from an unknown origin. Insurance on the building amounts to \$400.

Albert Rendler, while working near a grain cleaning machine in the plant of the Northwestern Malt & Grain Co. of Chicago, was caught in the mechanism and might have been killed but for the prompt action of a fellow employee. Mr. Rendler suffered a fracture of the right arm and collar bone.

The elevator at Stewart, Ind., owned by Pence & Goodwin, was destroyed by fire on December 13, together with 3,000 to 4,000 bushels of grain. The house was only two years old, and was built at a cost of \$13,000. About \$10,000 in insurance was carried. A new elevator will probably soon be built.

Two warehouses at San Antonio, Texas, one of which was occupied by the Garrett Hickerson Grain Company, were destroyed by fire December 27. The grain company's house contained about a carload of corn and other grains. Insurance of \$2,000 was carried. Both buildings were owned by J. M. Allardyce.

A fire of mysterious origin completely destroyed the grain elevator at Florence Station, Ill., which was owned by C. Fred Kaiser and leased by the H. A. Hilmer Co. of Freeport. The loss on the building amounts to between \$6,000 and \$7,000 and on the grain stored in it about \$1,000. The loss is partly covered by insurance.

After a fire in the McManis Elevator at La Moille, Ill., had been extinguished, sparks which had been drawn up the cob spout, caused a second fire which totally destroyed the house. The loss on the elevator is about \$5,000, with \$3,000 insurance. There were 3,300 bushels of shelled corn in the house at the time of the fire.

F. C. Casteel, an employee of the Palmer & Miller Grain Elevator at Celina, Ohio, narrowly escaped death recently while engaged in relieving a choke of corn at the top of the elevator leg. The release came so suddenly that he was carried down with the corn until only his head was free, when fortunately the elevator belt broke.

The Cincinnati Chamber of Commerce Building was burned on January 10, with a loss of \$1,000,000 and five lives. The fire when discovered was insignificant. It was a small blaze on the roof near the kitchen of the Business Men's Club. There was a banquet in the club rooms and other diners swelled the total to more than 200. The latter were apprised of the fact that the building was on fire, but were told that it was of no consequence. They marched quietly out of the building to the street. Many other men were at work in offices in the building, of which there were quite a number. Some of these ran out at the first alarm, but others continued at work and are believed to have been caught when the roof suddenly collapsed.

PERSONAL

J. C. Brady will manage the Farmers' Elevator at Houghton, S. D.

W. T. Brooks of Willoughby, Va., recently went into the grain business.

H. Schmitt has become connected with the Gates Elevator Co. at Cleveland, Ohio.

J. W. Johnson has taken charge of the Diemer-Pepper Elevator at Clearbrook, Minn.

Frank Van De Wattering now has charge of the A. G. Wells Co.'s Elevator at Askeaton, Wis.

Richard Ames has accepted a position with the Trans-Mississippi Grain Co. at Boone, Nebr.

August Koehler has become manager of the Farmers' Grain & Stock Co. at Uehling, Nebr.

J. C. Gavet has resigned his position as manager of the Farmers' Elevator Co. at Ellsworth, Ill.

Adolph G. Honl has been selected as manager of the Farmers' Elevator Co. at Lidgerwood, N. D.

H. E. Strong has taken the position of grain buyer for the Western Lumber & Grain Co. at Moore, Mont.

Ed. Arneson, formerly with Jim Gillespie, is now in charge of the Mickleson Elevator at Stephen, Minn.

Carl Lundahl has accepted the position of manager at the elevator of S. B. Williams in Madrid, Iowa.

Mox Wolters has succeeded C. E. Seibold as manager of the Trans-Mississippi Elevator Co. at Turin, Iowa.

D. H. Douville has been appointed superintendent of the Peavey Grain Co.'s elevators at South Chicago.

George W. Brainerd of Donovan, Ill., has been appointed manager of the Farmers' Grain Co. at Darrow.

R. C. Thompson, agent for the Farmers' Elevator at Monterey, Minn., was stricken with paralysis a short time ago.

W. C. Ofeld has been appointed manager of the elevator of Oscar Wells at Cairo, Nebr., to succeed S. M. Beadle.

D. K. Whalen has been appointed superintendent of the elevators of the Exchange Grain Elevator Co. of St. Louis Park, Minn.

J. T. Burns has resigned as manager of the St. Edwards Elevator at St. Edwards, Nebr., and Tom Finch will take his place.

Olaf Thunold has severed his connection with the Farmers' Elevator Co. at Walum, N. D., and has gone to his home in Wisconsin.

A. P. Rankin, who recently sold his private elevator at Nekoma, N. D., to G. E. Barnard, has gone to Omeme, N. D., as grain buyer.

William Nelson, wheat buyer at Carlos, Minn., was held up recently as he was leaving his elevator in the evening and robbed of \$168.

James Allen has taken charge of the elevator on the interurban line between Homer and Ogden, which is owned by Ernst Saddoris.

Dan Harrington, formerly of Pipestone, Minn., is now operating his elevators at Sioux Falls, S. D., under the name of the Golden West Grain Co.

J. J. Kramer of George, Iowa, will assume control of the Farmers' Exchange Elevator at Lake Park, Iowa, in the near future, succeeding W. A. Brunne-meier.

Louis Beyers, formerly employed at the Bagley Elevator at Bowman, N. D., has gone to New England, where he will take charge of the Bagley Elevator.

E. H. Wuereman recently severed his connections with the American Sheet Steel & Tin Plate Co. and will go into the grain business with C. N. Adlard at Piqua, Ohio.

J. K. B. Emory, one of the pioneers of the grain trade of Baltimore, Ind., and a member of the Baltimore Chamber of Commerce, celebrated his 78th birthday December 3.

Alfred H. Lee, former sheriff of Carlton County, will take active part in the management of the elevator at Carlton, Minn., in which he has been a stockholder for some time.

At a meeting of the stockholders of the Farmers' Elevator Co. of Cozad, Nebr., recently, A. J. White was elected manager to fill the vacancy caused by the resignation of W. G. Anderson.

Charles Knudson, formerly of Audubon, Minn., and who has been grain buyer at Carrington, N. D., has taken the position as traveling superintendent of the International Elevator Co. of Winnipeg, Man.

G. M. Strobaker, superintendent of the Morton Grain & Hay Co. of Pittsburg, Pa., is suffering from the effects of strychnine in his food. His wife is under arrest as having guilty knowledge of the act.

LATE PATENTS

Issued on December 13, 1910.

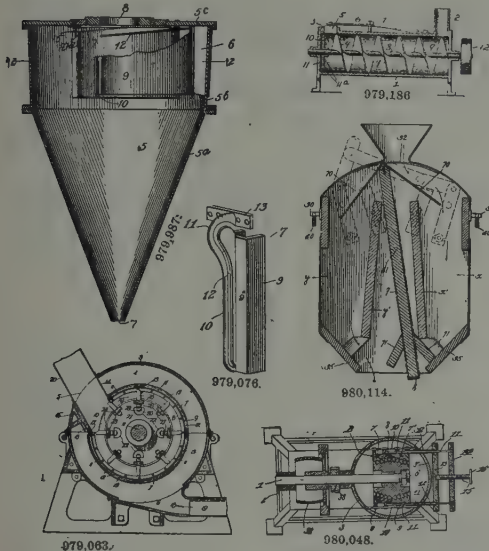
Bag Holder.—Edward Fairman and Otney Munson, Humboldt, Iowa. Filed March 24, 1910. No. 978,441.

Issued on December 20, 1910.

Alfalfa Grinding Machine.—Harry C. Edwards, Kansas City, Mo. Filed October 11, 1909. No. 979,063. See cut.

Conveyor Belt.—Charles S. Prosser, New York, N. Y., assignor to the Peerless Rubber Manufacturing Company, New York, N. Y. Filed February 4, 1905. No. 979,200.

Machine for Facilitating the Separation of Garlic from Wheat.—John W. McGehee, Martin, Tenn., assignor of two-thirds to Jennie L. McGehee, Jack-



son, Tenn. Filed February 18, 1910. No. 979,186. See cut.

Grain Car Door.—Julius Krohn, Menomonie, Wis., assignor of one-half to Carl G. Tilleson, Menomonie, Wis. Filed August 6, 1909. No. 979,076. See cut.

Seed Tester.—Herbert L. Lapham, Caledonia, Minn. Filed April 16, 1910. No. 979,175.

Issued on December 27, 1910.

Dust Collector.—Orville M. Morse, Jackson, Mich.; Sarah G. Morse, special administratrix of said Orville M. Morse, deceased. Filed October 9, 1905. No. 979,987. See cut.

Grinding Mill.—Joseph Bercha, Beatrice, Neb. Filed March 11, 1910. No. 980,048. See cut.

Automatic Weighing Scale.—Russell J. McKeown and William A. Kirkpatrick, Abbyville, Kan. Filed June 28, 1909. No. 980,114. See cut.

French importers of wheat have had great difficulty in getting the grain moved from the wharves to the interior, owing to a scarcity of freight cars. There being no shelter for the grain at Havre, since foreign grain is rarely landed there, it is left lying in the mud and exposed to rains, being covered only by tarpaulins. The shortage of French wheat this year has forced large importations, and it was estimated at one time, in November 1,600,000 bushels of English, Indian, Australian, Canadian and American wheat were tied up at Havre untransported. The United States consignments were largely from Baltimore and Philadelphia.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address.

JAMES M. MAGUIRE, Campus, Ill.

NORTHERN KANSAS ELEVATOR FOR SALE.

Elevator in fine farming district in northern Kansas for sale. Only grain business in town. Good crops this season. Address

KANSAS, Box 8, Care of "American Elevator and Grain Trade, Chicago, Ill.

INDIANA ELEVATOR FOR SALE.

A 10,000-bushel elevator and large hay warehouse at New Haven, Ind., for sale. Built three years ago and in first-class condition. Fine opportunity. Good profits; easy terms. Address

THE RAYMOND P. LIPE CO., 1330 Nicholas Bldg., Toledo, Ohio.

OHIO ELEVATOR FOR SALE.

A 6,000-bushel Ohio elevator for sale. Has good trade; is located on T. & O. C. Ry., in as good a farming section as there is in Ohio. Everything new and up-to-date; 12-h.p. St. Marys Engine, No. 4 Monitor Cleaner, 1,000-bushel Avery Automatic Scale. Good coal trade, no competition. Also handles hay, flour and mill feed. Price, \$3,500. Address

BOX 51, Climax, Ohio.

MACHINERY

ENGINES FOR SALE.

Gasoline engines for sale; 5, 7, 10, 20, 30 and 45 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

GASOLINE ENGINE FOR SALE.

One 34 H. P. Miami Gas or Gasoline Engine for sale. In good running order.

STRAUB MACHINERY CO., Cincinnati, Ohio.

50 H. P. ENGINE FOR SALE.

One 50-horsepower Fairbanks-Morse gas or gasoline engine for sale. Complete with self starter; guaranteed in first-class condition. Address

GAS POWER ENGINEERING CO., 262 E. Water St., Milwaukee, Wis.

MACHINES FOR SALE.

One No. 8 Monitor Scouring Machine, one Wolf Patented Inter-elevator Flour Dresser and one Unique Flax Grinder for sale. All in good shape, the last two nearly new. Address

UNITED GRAIN CO., Minneapolis, Minn.

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Grain and Seeds

CLOVER SEED TAILINGS FOR SALE.

We have a car of low grade clover seed tailings for sale. Write us.

J. M. KING & SON, North Vernon, Ind.

World's Foodstuffs

You cannot comprehend the world's Wheat situation unless you read the Wagner World's Foodstuffs circulars. Exhaustive. Free. May 1911 Corn and May 1911 Oats circulars also sent to all inquiries.

E. W. WAGNER & CO.

GRAIN, PROVISIONS, STOCKS, COTTON
98-99-100 Board of Trade CHICAGO

SEEDS FOR SALE.

Medium Red Clover Seed for sale, 1 bag to 200. Address

J. W. RICHARDS, Ferris, Ill.

WE WANT CLOVER,

Timothy, etc. Send samples, stating quantity to THE ADAMS SEED COMPANY, Box 10, Decorah, Iowa.

SEED FOR SALE.

Pure Medium, Mammoth and Alsike Seed for sale. Write for samples and prices. Address

NATHAN & LEVY, Fort Wayne, Ind.

GERMAN MILLET SEED WANTED.

We want samples and prices on choice German Millet Seed; also quote corn, oats and hay. Address

GEO. W. HILL & CO., Nashville, Tenn.

SEEDS FOR SALE.

Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, etc. lots or less. Address

LOUISVILLE SEED CO., Louisville, Ky.

FLOUR AND MILL FEEDS.

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products.

ANSTED & BURK CO., Springfield, Ohio.

BUY AND SELL CLOVER SEED.

We buy and sell Clover Seed. If you have any to offer please send us samples. If you want to buy some let us know and we will submit samples and prices. Address

STOECKER SEED CO., Box 20, Peoria, Ill.

SEEDS WANTED.

We are in the market for clover seed, clover seed tailings, bad buckhorn seed and low grade seeds. Please send a fair sample, stating the amount you have and we will make bid on same at once. Address

J. M. KING & SON, North Vernon, Ind.

PATENT FOR SALE

START A FACTORY

Broad CONVEYER Patent
(the Value Fully Proven) for sale.



This patent COVERS others; this invention TESTED OUT for 2 YEARS; SIMPLE and EFFICIENT.

Basis for a large business by an individual, firm or corporation. Best patent in the conveyer line.

Full information on request.

E. E. VROOMAN, Patent Lawyer, Washington, D. C.

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COMMISSION MERCHANTS

Grain and Provisions, Shippers of Corn and Oats

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Consignments Solicited. Ask for our bids and quotations.

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Grain and Seed Merchants and Commission

OUR SPECIALTY: OATS AND CLOVER SEED
We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal advances.OFFICES: 620 to 624 Chamber of Commerce
ELEVATOR and SEED HOUSE: Cor. 14th and Baker Sts.

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Our Specialty

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Grain and Commission
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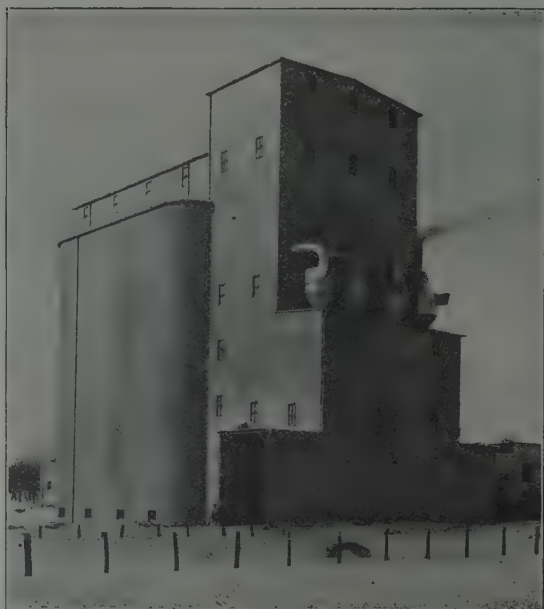
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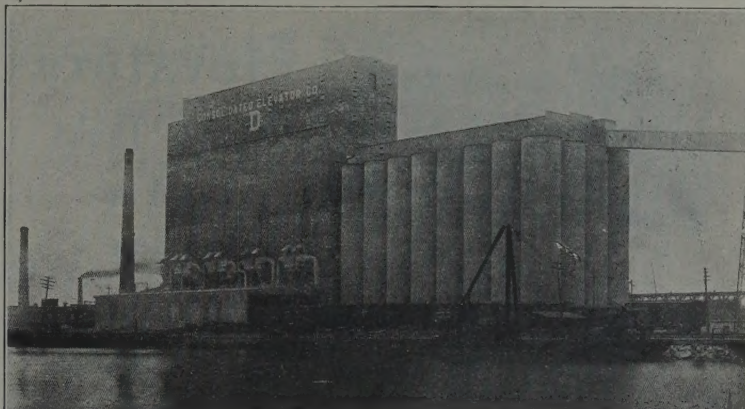
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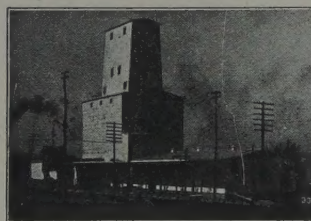
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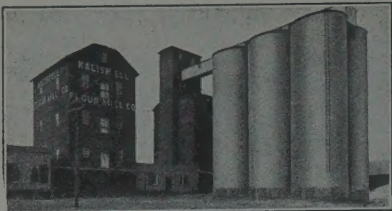
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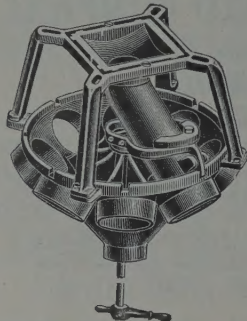
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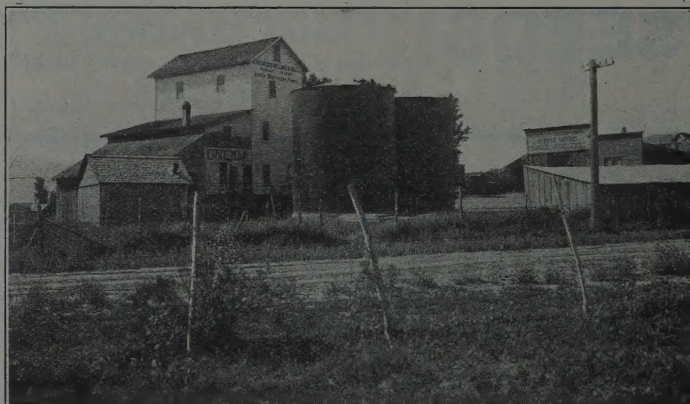
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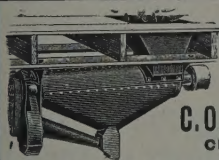
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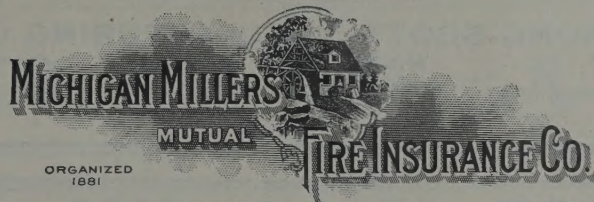
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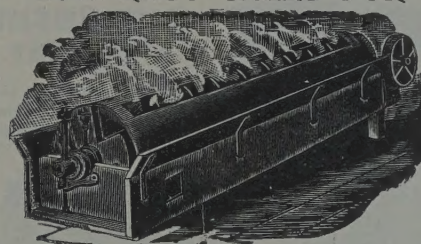


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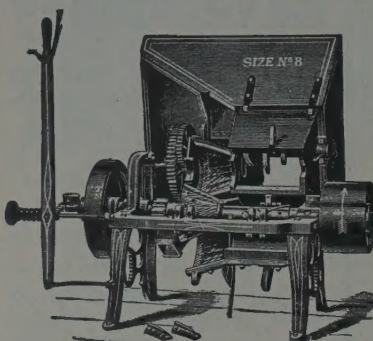
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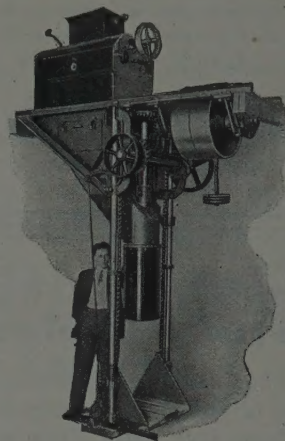
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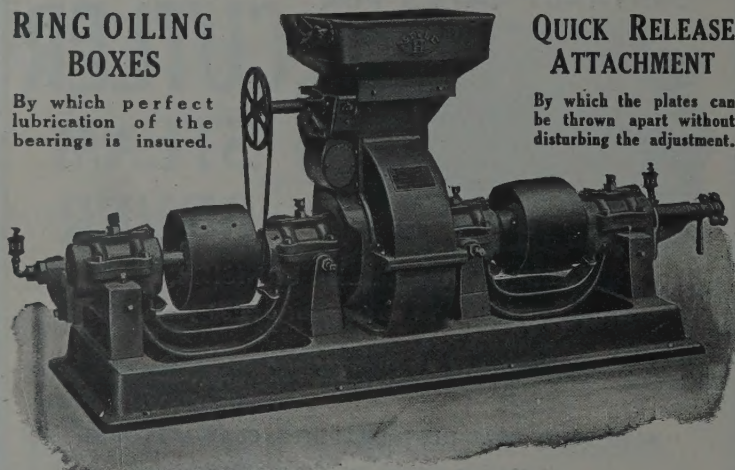
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